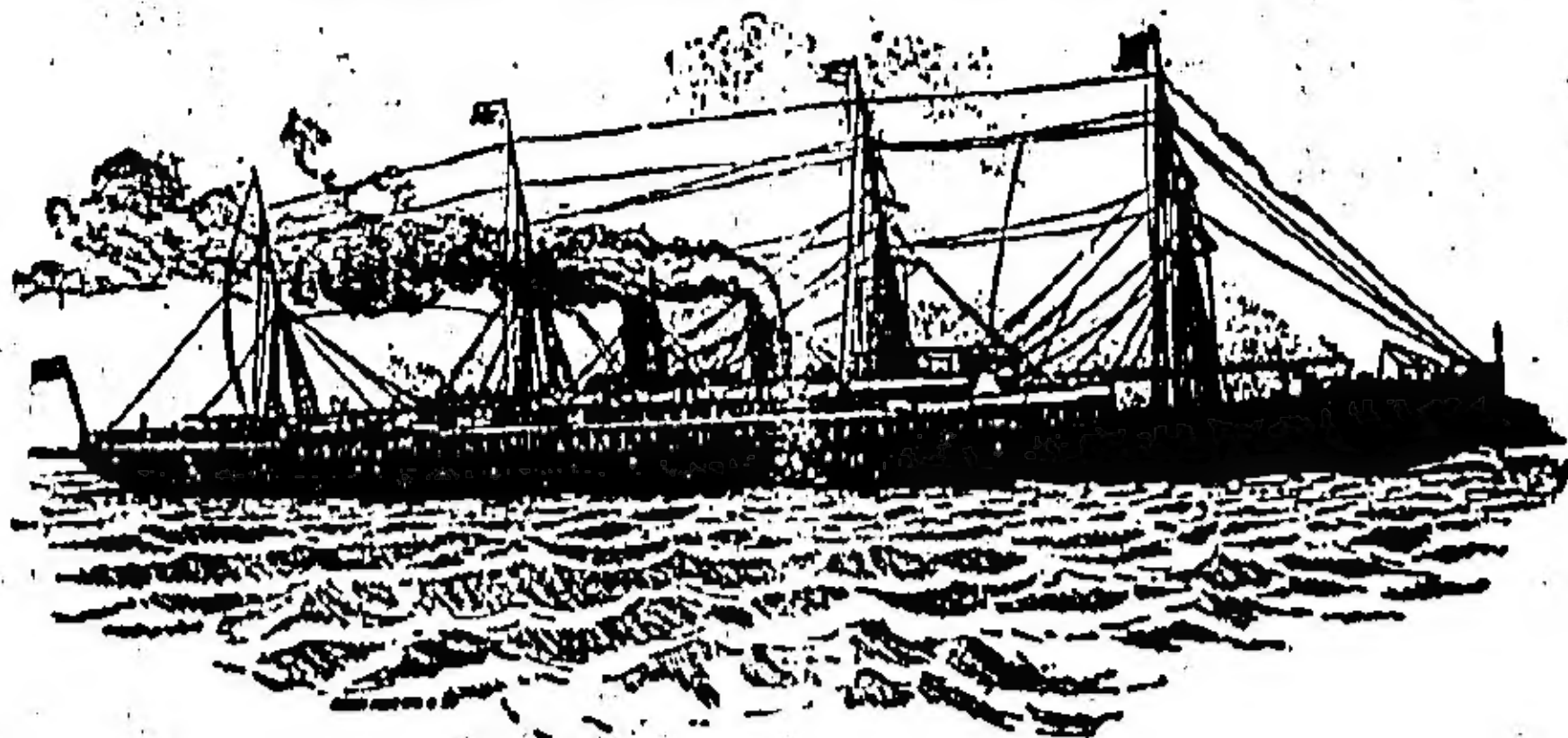


Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE:

PROPOSED SAILINGS FROM HONGKONG.

"MANCHURIA"	8,750 Gross Tons	SATURDAY, 17th December, at Noon.
"DORIC"	4,784 "	FRIDAY, 23rd December, at 4 p.m.
"KOREA"	11,276 "	FRIDAY, 6th January, 1905, at Noon.
"GOPTIC"	4,352 "	FRIDAY, 13th January, at Noon.
"SIBERIA"	11,284 "	TUESDAY, 24th January, at Noon.
"MONGOLIA"	13,639 "	FRIDAY, 3rd February, at Noon.
"OHINA"	5,060 "	FRIDAY, 17th February, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th, 28th, 1902; 10 days, 15 hours.

THE P. M. Steamship "MANCHURIA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 17th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

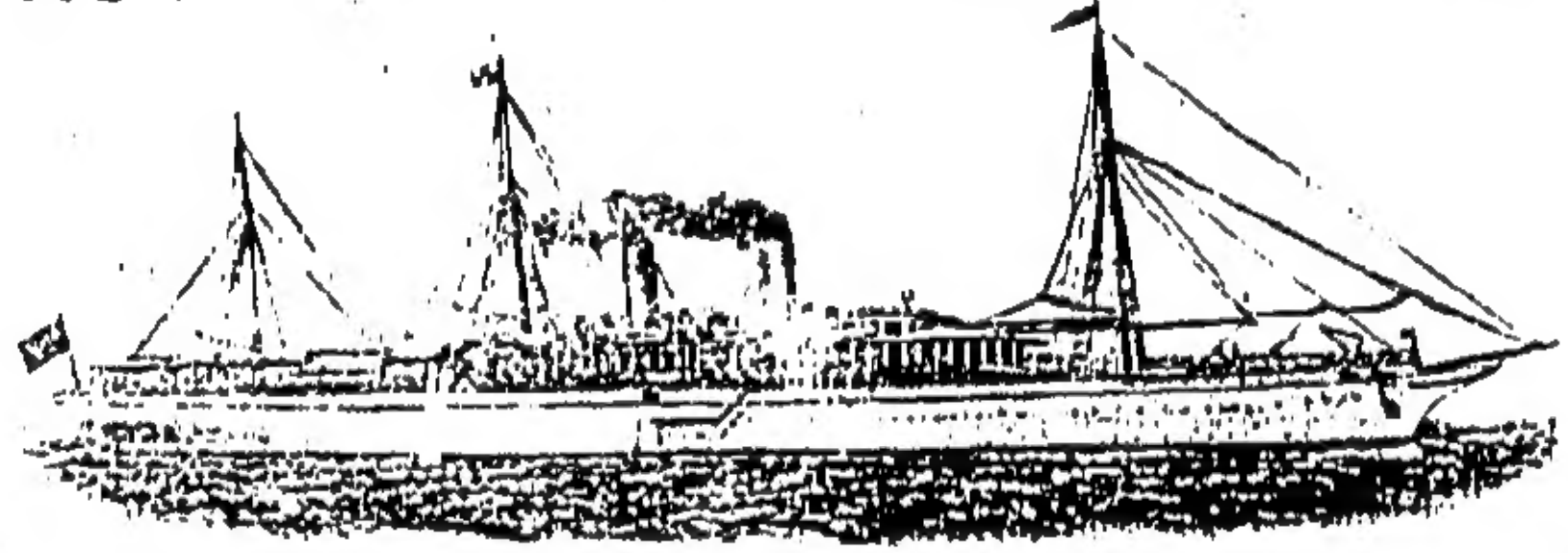
FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date. For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 3rd December, 1904.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
SAFETY. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF JAPAN"	6,000 Tons	WEDNESDAY, 14th December.
"ATHENIAN"	2,440 "	WEDNESDAY, 28th December.
"EMPRESS OF CHINA"	6,000 "	WEDNESDAY, 11th January, 1905.
"TARTAR"	4,425 "	WEDNESDAY, 25th January.
"EMPRESS OF INDIA"	6,000 "	WEDNESDAY, 8th February.
"EMPRESS OF JAPAN"	6,000 "	WEDNESDAY, 8th March.

Hongkong to London, 1st Class £40. | via New York £62. |

Steamers, and 1st Class Rail £40. | " £42. |

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous

INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VAN-

COUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND

TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,

Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese

and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage,

apply to

D. W. CRADDOCK, Acting General Agent,

9, Pedder's Street.

Hongkong, 16th November, 1904.

HONGKONG-AMERIKA LINIE.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight.
SENEGAMBIA	HAVRE, BREMEN and HAMBURG.	19th Dec.	Freight.
ARMENIA	(Calling at S'PORE, PENANG & COLOMBO).	1st Jan.	Freight.
C. FERD. LAEISZ	HAVRE and HAMBURG.	10th Jan.	Freight.
SITHONIA	(Calling at S'PORE, PENANG & COLOMBO).	24th Jan.	Freight.
ARCADIA	HAVRE and HAMBURG.	7th Feb.	Freight.
ANDALUSIA	(Calling at S'PORE, PENANG & COLOMBO).	21st Feb.	Freight.
SAMBIA	HAVRE and HAMBURG.	7th March.	Freight.
SCANDIA	(Calling at S'PORE, PENANG & COLOMBO).	21st March.	Freight and Passengers.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,

No. 1, Queen's Buildings.

Hongkong, 5th December, 1904.

TWIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 30th July, 1904.

THE AMERICAN SYSTEM

DENTISTRY.

M. H. CHAUN, D.D.S.

37, DES VŒUX ROAD CENTRAL, HONGKONG.

From the University of Pennsylvania, U.S.A.

Hongkong, 4th June, 1904.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,363 tons	Captain H. D. Jones.
"POWAN,"	2,338 "	R. D. Thomas.
"FATSHAN,"	2,260 "	W. A. Valentine.
"HANKOW,"	3,073 "	C. V. Lloyd.
"KINSHAN,"	1,995 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M.

and 10.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,"	1,998 tons	Captain W. E. Clarke.
Departures from Hongkong to Macao on week days at 2.30 P.M.		
Departures on Sundays at 12.30 P.M.		
Departures from Macao to Hongkong daily at 8.30 A.M.		

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"	219 tons	Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at 8 A.M.		

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,"	588 tons	Captain J. Willox.
"NANNING,"	569 "	C. Butchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at 8.30 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 29th November, 1904.

JAVA-CHINA-JAPAN LINE.

REGULAR FOUR-WEEKLY SERVICE.

BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAPAN	First half January	JAVA PORTS	Second half January
TJILATJAP	JAVA	First half January	JAPAN VIA SHANGHAI	First half January
TJIMAH	JAPAN	Second half December	JAVA PORTS	Second half December

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE

JAVA-CHINA-JAPAN LINE.

Telephone No. 375.

ALEXANDRA BUILDINGS, 3rd Floor.

Hongkong, 7th December, 1904.

Intimations.

IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES

TESTED, FREE OF CHARGE, AT THE OFFICE OF

N. LAZARUS,

10, D'AGUILAR STREET, HONGKONG.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper

Glasses to Correct and Cure.

Prescription lenses ground on the premises. All work guaranteed.

Sun Glasses are restful and give the effect of coolness.

Prices from \$2.00.

A. S. TUXFORD, Manager.

Hongkong, 1st October, 1904.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS,

NAVAL CONTRACTOR

AND GENERAL COMMISSION

AGENTS,

16, DES VŒUX ROAD CENTRAL,

HONGKONG,

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE

COMPOSITION RED HAN

BRAND, HARTMANN'S GREY PAIR

DAIMLER'S PATENT MOTOR

LAUNCHES,

&c., &c., &c.

Sole Agents for

FELGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIPS STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES

Hongkong, 15th December, 1903.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL

ERS AND WATCHMAKERS

EASTMAN'S

KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS"

guarantee given to every purchaser.

40, QUEEN'S ROAD,

Watson's Building.

Hongkong, 11th May, 1904.

[603]

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of
entrance, top 95 ft.; bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
entrance, top 80.5 ft.; bottom 45.8
ft. Water on blocks, 26.5 ft. Time
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[595]

D. NOMA, TATTOOER

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.

Hongkong, 16th November, 1904.

[1248]

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are

prepared, during suspension of their

Trans-Pacific Service and until further notice,

to BOOK CARGO and ISSUE BILLS OF LADING

to SEATTLE, WASH., VICTORIA, B.C., and

PACIFIC COAST PORTS, also to OVER-

LAND POINTS in the UNITED STATES

and CANADA in connection with the GREAT

NORTHERN RAILWAY FROM SEAT-

TLE, as hitherto, by the Steamers of the

NORTHERN PACIFIC S.S. Co., BOSTON

STEAMSHIP and TOWBOAT Cos., OCEAN

S.S. Co. and CHINA MUTUAL S. N. Co.

For further Particulars, apply at the Com-

pany's Local Branch Office in PRINCE'S

BUILDINGS, First Floor, Chater Road.

A. S. MIHARA,

Manager.

Hongkong, 20th May, 1904.

[643]

HOTEL DES INDES.

Nos. 2 & 3, STAMFORD ROAD,

SINGAPORE.

THIS First Class newly opened Hotel has

excellent accommodation for FAMILIES,

TRAVELLERS and permanent BOARDERS.

CHARGES FROM 4-6 DOLLARS PER DAY.

It is situated in the immediate vicinity of the

commercial houses and Esplanade.

Spacious Refreshment, Dinner and Billiard

Saloons

Intimations.

Wm. Powell, Ltd.

Business Hours—8.30 A.M. to 6 P.M.

ALEXANDRA BUILDINGS,
Des Vaux Road.

XMAS, 1904.

TOYS!
TOYS!
TOYS!OUR XMAS
BAZAAR
IS NOW OPEN.Every conceivable kind
of
TOY
to be had at a
REASONABLE PRICE.DOLLS!
DOLLS!
DOLLS!Finest Assortment of
DOLLS
in the Far East.GAMES!
GAMES!
GAMES!Do not fail to bring the
Children to spend
half an hour in the
Bazaar
at
POWELL'S
ALEXANDRA BUILDINGS,
HONGKONG.
Hongkong, 9th December, 1904.

Auctions.

PUBLIC AUCTION.
THE Undersigned have received instructions to Sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
TO-MORROW,
the 10th December, 1904, at 11 A.M., at their
Sales Rooms, No. 8, Des Vaux Road,
corner of Ice House Street,
**SUNDY ENGLISH-MADE
GOLD AND SILVER JEWELLERY,**
Comprising—
**GOLD BANGLE, DIAMOND RINGS,
SCARF-PINS, BENSOW'S GOLD AND SILVER
WATCHES, GOLD CHAINS, LOCKETS
AND ANTIQUE JEWELLERY, &c., &c.**
(Suitable for Christmas Presents).
Catalogues will be issued.
TERMS—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 9th December, 1904. [1323]

PUBLIC AUCTION.
THE Undersigned have received instructions to Sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
TO-MORROW,
the 10th December, 1904, at 2.30 P.M., at their
Sales Rooms, No. 8, Des Vaux Road,
corner of Ice House Street,
**A FINE ASSORTMENT OF
OLD PEKIN CURIOS,**
Comprising—
**OLD CHINA VASES, WALL PLATES
AND INCENSE BURNERS, OLD BRONZES,
SNUFF BOTTLERS, CARVED-WOOD ORN-
AMENTS, TEMPLE PALACE AND WALL
HANGINGS, SILK EMBROIDERIES,
&c., &c.**
Catalogues will be issued.
TERMS—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 9th December, 1904. [1305]

PUBLIC AUCTION.
THE Undersigned have received instructions to Sell by
PUBLIC AUCTION,
ON
TUESDAY AND WEDNESDAY,
the 13th and 14th December, 1904, at 10 A.M.
each day, at
**H. M. NAVAL YARD,
SUNDY NAVAL VICTUALLING,
OBSOLETE AND CONDEMNED
STORES,**
Comprising—
**BOAT'S ENGINE, ELECTRIC CABLE,
MACHINES SHAPING, PLANING AND
DRILLING, LATHE, BRASS, COPPER,
IRON, PAPER-STUFF, CANVAS, FURNI-
TURE, PROVISIONS, IMPLEMENTS, &c.**
Catalogues will be issued.
TERMS OF SALE—As customary.

HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 6th December, 1904. [1316]

PUBLIC AUCTION.
THE Undersigned have received instructions to Sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
ON
THURSDAY,
the 15th December, 1904, at 11 A.M., at their
Sales Rooms, No. 8, Des Vaux Road,
corner of Ice House Street,
MISCELLANEOUS ARTICLES,
Comprising—
**CAMERAS, MICROSCOPES, TELE-
SCOPES, FIELD GLASSES, SEXTANTS,
MUSICAL, DRAWING AND DENTAL IN-
STRUMENTS, &c., &c., &c.**
Catalogues will be issued.
TERMS—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 7th December, 1904. [1324]

PUBLIC AUCTION.
BY ORDER OF THE MORTGAGEE,
OF
**VALUABLE LEASEHOLD
PROPERTY,**
situate at Yau-ma-tei, Kowloon,
in Six Lots,
ON
FRIDAY,
the 10th day of December, 1904, at 3 P.M.,
at the premises,
Messrs. **HUGHES & HOUGH,**
Auctioneers.

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ON
FRIDAY,
the 10th day of December, 1904, at 3 P.M.,
at the premises,
Messrs. **HUGHES & HOUGH,**
Auctioneers.

PUBLIC AUCTION.
BY ORDER OF THE MORTGAGEE,
OF
**VALUABLE LEASEHOLD
PROPERTY,**
situate at Yau-ma-tei, Kowloon,
in Six Lots,
ON
FRIDAY,
the 10th day of December, 1904, at 3 P.M.,
at the premises,
Messrs. **HUGHES & HOUGH,**
Auctioneers.

V. R. C. REGATTA.

Following are the results of races received too late for inclusion in our report yesterday—
The tub sculling proved an easy thing for J. M. Rosa Pereira, his only competitor, Cruickshank, breaking a rollock early in the race. The Chairman's Challenge Cup brought out three crews and a very nice race was the result, though the Kornblume in the end won rather easily. The last race for the Lusitano Cup was interesting from start to finish. The Rose made the pace from a good position on the inside, with the Thistle and Leek together in the centre, and Kornblume well out of it. Rose maintained her advantage for the major part of the distance, but was challenged by Thistle, the crew of which put on a good spurt and won a fine race by three lengths.

The Sailing Races commenced about two and concluded about five. The pick of the yachts in Hongkong took part and the racing was most enjoyable, particularly for those on yachts.

TUB SCULLING.
Half mile. Cup presented by Messrs. G. Falconer and Co. The competitors were J. Cruickshank and J. M. Rosa Pereira.

J. M. Rosa Pereira 1
J. Cruickshank 2

CHAIRMAN'S CHALLENGE CUP.—For four-oars. (Seniors). Cup to be held by the winning crew for one year, but to remain the property of the club. Distance, One Mile. Entrance, \$1000. To be rowed in boats the property of the Victoria Recreation Club.

Thistle—N. H. Alves, bow; H. A. Lammer, 2; F. M. Rosa Pereira, 3; C. E. A. Hance, stroke; F. Lammer, cox.

Shamrock—A. V. Barros, bow; J. P. Jordan, 2; A. Loureiro, 3; A. E. Alves, stroke; C. M. S. Alves, cox.

Kornblume—A. J. V. Ribeiro, bow; H. Rapp, 2; R. E. Pearson, 3; L. A. Musso, stroke; R. C. Wichell, cox.

Kornblume 1
Thistle 2
Shamrock 3

LUSITANO CUP.—Presented by the Members of the Lusitano Club. For Four-oars. (Juniors). Distance, one mile. To be rowed in boats the property of the Victoria Recreation Club.

Rose—H. M. Bain, bow; J. W. Bains, 2; C. J. Cooke, 3; H. A. Seth, stroke; E. Herbst, cox.

Leek—A. M. Rosa Pereira, bow; F. Loureiro, 2; J. Cruickshank, 3; W. U. Goggin, stroke; J. P. Jordan, cox.

Thistle—J. M. Rosa Pereira, bow; J. C. Remedios, 2; O. R. Chunnut, 3; G. B. Macdonald, stroke; E. Humphreys, cox.

Kornblume—C. Humphreys, bow; F. F. Ega da Silva, 2; W. F. Thompson, 3; W. T. Andrews, stroke; R. C. Wichell, cox.

Thistle 1
Rose 2
Leek 3

Sailing Race, 1.—FOR RACING YACHTS.—Championship class. Royal Hongkong Yacht Club. Prizes, cups for 1st and 2nd Boats. Entrance fee, \$500.

Dione (Hon. F. H. May, C.M.G.) 1
Elzabeth (Mr. C. A. Tomes) 2
Athen (Col. L. F. Brown, R.E.) 3
Vernon (Mr. H. P. Tooker) 4

The times were as follows:—Dione, 3h. 51m. 5s.; Elzabeth, 3h. 53m. 30s.; Vernon, 3h. 55m. 55s.; Athen, 3h. 18m. 55s.

Sailing Race, 2.—FOR RACING YACHTS.—One-design and handicap classes. Royal Hongkong Yacht Club. Prizes, cups for 1st and 2nd Boats. Entrance fee, \$500. Handicap.

Handicaps were as follows:

Yachts Owners. M.S.

Alannah (M. W. Slade) 50

Bonito (H. W. Bird) 30

Kathleen (Officers, R.E.) 30

Afin (Capt. H. Crichton, R.G.A.) 30

Iris (A. R. Rouse) 50

Chanticleer (Dr. F. H. Parker, R.N.) 70

Doreen (Lt. E. Cummings, R.G.A.) 70

Payne (Officers, R.E.) 120

Gael (M. McIver) 130

Times were as follows:

Yachts H. M. S. H. M. S.

Kathleen 3 50 55 3 47 5

Afin 3 50 57 3 47 7

Chanticleer 3 53 42 3 46 12

Payne 3 54 36 3 42 6

Bonito 3 55 4 3 51 10

Doreen 3 57 40 3 50 10

Iris 3 57 40 3 57 20

Gael 4 15 35 4 2 35

Alannah gave up

Chanticleer 2

Sailing Race, 3.—FOR ALL OPEN BOATS.—Any rig (Chinese owned boats excluded) keels allowed. Entrance fee, \$300. Handicap. Prize—\$25. Course—round a mark-boat north of Green Island (starboard) and back to the starting line. The boats finished in the following order:—

BOAT. H. M. S.

Tamar's Cutter 3 16 30

Rudersbarbarus 3 23 27

" cutter ii 3 30 25

" cutter i 3 31 10

Rudersgruins ii 3 34 12

" gig ii 3 36 35

Thell's cutter 3 37 42

" galley 3 38 5

Rudersgruins i 3 45 17

BIRD AND FLOWER LIFE IN HUNAN.

(BY MRS. ARCHIBALD LITTLE.)

(Concluded from yesterday.)

One of the specialties of Yunnan is its beautiful images. The most beautiful is one of colossal size in the picturesque old Temple of the city. Here an artist might well spend a month sketching the trees as so fine, the roof decorations, the pagodas so pathetic in their decay; one still wearing a bronze crown (?) the other with bronze phoenix flying away from its summit,—some are already down—all contribute towards the artistic setting of whatever point of view might be selected. There is a

very still, sweet (?) Kwanyin in one of the temple's by the canal. But the colossal images in the Temple of the Round Gate, one of the favourite resorts of the populace, are yet more striking with the charming little figures of Puhstien and other celebrities at their knees before them. There has been a very grand painted frieze round this temple. But over Taoist, Buddhist and Confucian Temples alike hangs a sense of "Hao Beah." The growth of settlers is prodigious. When the keys are found, they stick in the locks which have to be patiently and cunningly dealt with before entrance can be effected. Yet the images smile so sweetly, one would fain think of them as scraps, and grieves to see rough soldiers making their beds beneath the altars, little boys sliding down the spirit staircases, and even, as in one case, the dragon's moustache fixed to the stone by mortar, lest rude hands should attempt to take it away.

Some of the designs in Yunnan are original, especially in some dragons twisted so as to fill the tracery of round windows at the top of a Confucian hall, and prodigious long dragons with outstretched paws and claws twined round columns, enclosing the central altar at the Round Gate Temple.

There is what is called the bronze temple in the hills to the east of the city; the walls are coated with plates of bronze. The balustrade all round is of the finest Talifu marble, polished till it feels like satin. The incense burner is a work of art. Who built it? Why? When? In especial why was so much bronze used? Why will not some Chinese literati come forward and tell us foreigners all these secrets, which must surely be well known in Chinese literary circles? There is a temple outside the west gate with courtyards of ample proportions, two storied buildings running round them for the accommodation of guests and priests but now untenanted. The knotted shrubs and trees are beautiful there, and one courtyard is laid out so as to recall Black Horse square in Lisbon with its sea sick making effect. Alternate squares are formed of stone, and of broken bricks. Those of broken bricks have grass growing in between and are therefore green, those of whole stone are grey. One does not even feel sure the result is intentional but it is very effective. There is a really magnificent guild hall to the three points of the compass. It is near the west gate inside the city and there is a temple off it, on the altar of which in a sitting posture is a statue of that terrible Governor Tseng Yu ying, father of the present Viceroy of the two Kwangs. It is so life like that as one encounters the gaze of those two little slits of eyes with the very heavy pockets beneath them, it is impossible to escape an uncanny feeling. People are full of stories of his cruelties. He is said to have gone mad at last and everywhere all round him to have seen heads, heads—asking for life till at last, unable to give it, he took his own. At least so goes one tale. On the other hand the very bright eyed, old gentleman, who was one of his secretaries says, "No! I never was afraid of him. He was not a bad man. He tranquillized the province."

In an adjacent temple where a school of young men and boys is in full cry, there is a very inferior statue of a very pleasant looking gentleman, a former governor. Who was he? When did he die? The priest on the spot mutters apologetically, "I really do not know." There is the finest theatre at this Guild house that I have seen in China. I was almost inclined to say that I have ever seen. The proportions of the hall below as also of the very ample gallery above, where the guests are evidently meant to dine, and of the stage are all harmonious, whilst the whole building is beautifully lighted from the sides of a very handsome skylight. Two hundred rich men of the city combined to build this guildhall and theatre. One wonders how two hundred rich men could be found here, for the last thing by which Yunnanfu impresses one is its wealth. And yet nowhere have I seen more smartly dressed women walking about, with their hair beautifully done and all enriched with flowers wearing brilliant colours, and with silken bands of many bright hues round their ankles and often depending over them in the form of golden tassels. But possibly so many walk because they cannot afford chairs.

There is a hill to the north named the Iron Peak, its strata are all perpendicularly tilted; two hills behind it likewise and those on either side and all around softly rounded and of quite another nature. The people say these Iron Peaks are the head of a great Dragon, whose other end is in the province of Szechuen and that it swallows up the wealth of the province and passes it all to its other more favoured neighbour. One of the excursions that actually other people take is to the Hei Lung Tan or Black Dragon Spring, where again there are statues of which no one there knows anything, but where the great beauty is in the trees. Such cypresses and cedars one will not often see as in those courtyards and the other large unknown trees outside and round about the temples are yet more beautiful. That is a place in which to spend a long and happy day, or many long and happy days. So is also the Hsi Shan or temple on the western hills. A boat rowed by two women will, in about three hours, take one down the canal. Through beds of rushes and floating gardens of the tiniest white water lilies, almost like little flakes of fairy foam, past the fine pavilion with all round view at the end of it and across to the western shore of the lake, where a landslip some nine years ago has left a red scar and a precipice upon the face of the mountain. A climb of some thousand feet leads up to the temples with very extensive, beautiful views over lake and city and plain and engirdling hills, but the most remarkable feature, and a very remarkable feature it is, is the passage cut of the face of the hard, living limestone. Sometimes a very light Paifang has been left across the passage, sometimes windows with irregular rock tracery on the precipice side. In one case a whole room with round stone table in the centre and stone seats has been cut out of the rocks; in other cases temples with altars, images and all. These

last from being gaudily painted do not impress one so much, but a dragon in light relief a spring of water proceeding from between its jaws is very effective as also some other rock carvings in a lesser degree. Balustrades, pillars, all recall the Ionic style of architecture. All required keen artistic sense in the designer, the work of a multitude of men for many years. Yet no one there could say when it was all done nor by whom. Just where we landed, amongst a splendid tangle of vegetation stood a gigantic stone lion on guard. There must once have been a fine temple there. That lion by the Lake side is a thing to remember. So is also a Paifang of the finest workmanship I have seen, which I came suddenly upon one day in a grand forest to the north west of the city. Beyond it were flights of steps and ruins; everything else destroyed some thirty years ago as a wild young man on guard told me, while plucking some pink monthly roses for me from the ruins.

The streets are still rasy with peaches, red with little apples, but already glowing pomegranates and pale yellow Buddha's hands are taking their places. Thus even in the fruit world the old order changes. "Nature's greatest law is change."

Yet as the old keys creak and stick in the marvellous old world locks and I am the only person who cares now to enter these forgotten sanctuaries. How I wish that the Yunnan people would repair the grand buildings their ancestors bequeathed them rather than build new ones. Even the birds are true to their old nests and return to the same trees while nesting in the same branches.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.
London—Bank T.T. 1/10 1/2
Do. demand 1/10 15/16
Do. 4 months' sight 1/11 1/2
France—Bank T.T. 2/39 1/2
America—Bank T.T. 4/6 1/2
Germany—Bank T.T. 1/9 1/2
India T.T. 1/4 1/2
Do. demand 1/4 1/2
Shanghai—Bank T.T. 7/11 1/2
Japan—Bank T.T. 93 1/2
Singapore—Bank T.T. Nominal
Java—Bank T.T. 1/15

Buying.
4 months' sight L/C. 1/11 1/2
5 months' sight L/C. 1/11 1/2
30 days' sight San Francisco & New York 47 1/2
4 months' sight do. 47 1/2
30 days' sight Sydney and Melbourne 47 1/2
4 months' sight France 43 1/2
5 months' sight " 43 1/2
4 months' sight Germany 1/9 1/2
Bar Silver 27 1/2
Bank of England rate 3 1/2

OPIUM QUOTATIONS.

To-day's quotations are as follows:—

Malwa New @ 1,080/1,110
" Old @ 1,140/1,180
" Older @ 1,200/1,240
" Oldest @ 1,280/1,300
Patna New @ 1,123 1/2
Benares New @ 1,092 1/2
Persian (Paper) @ 87 1/2/90

Intimations.

GREEN ISLAND CEMENT COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the SHAREHOLDERS of the above Company will be held at the Company's Offices, St. George's Building, Praya Central, Victoria, Hongkong, on WEDNESDAY, the 14th day of December, 1904, at 11 A.M. when the subjoined Resolutions which were passed at the Extraordinary General Meeting of the Company held on the 26th November, 1904, will be submitted for confirmation as Special Resolutions:—

1. That the Capital of the Company be increased from \$1,000,000 (divided into 100,000 shares of \$10 each) to \$1,500,000 (divided into 150,000 shares of \$10 each) by the creation of 50,000 new shares of \$10 each to be offered and if accepted to be allotted to the persons constituting the shareholders of the Company according to the Company's Register of Shareholders on the 28th day of February, 1905, at a premium of \$10 for each and every single share of such 50,000 new shares in the ratio and proportion of one new share for every two old shares in the Company held by the respective Shareholders thereof; the amount payable on each of such new shares respectively (including the said premium of \$10 per share) to be paid as to one equal half part thereof on the 31st day of March, 1905, and as to the remainder thereof (including the balance of the said premium) on the 30th June, 1905.

Intimations.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

ALEXANDRA BUILDINGS.

CONFECTIONERY

We beg to notify the
Arrival of our New
Season's Confectionery.

IMPORTED FROM THE LEADING

London and

Parisian Houses.

SELECTIONS

OF THE

PUREST

AND

BEST QUALITY

from the Simplest to that of

The Finest and Most
Recherche Character.

A. S. WATSON & Co.,

LIMITED,

THE HONGKONG DISPENSARY.

Hongkong, 19th November, 1904. 135

WINE

AND

SPIRIT MERCHANTS,

HONGKONG,

34, QUEEN'S ROAD CENTRAL,

FIRST FLOOR,

(Wm. POWELL & Co's old premises).

AFTER-DINNER LIQUEURS.

per dozen.

Peppermint \$29.80

Crema de Menthe glaciale 29.80

Curacao, Red, White or Green 29.80

Apricot Brandy 36.20

Crema Cacao Chouao 29.80

and 20 other varieties of French Liqueurs

from Messrs. Marie Brizard and Roger of

Bordeaux.

N.B.—All our Wines and Spirits are bottled at home, thereby ensuring to our Customers all the advantages accruing from bottling done at home under the direct supervision of the Growers and Distillers as compared to bottling done in China by Chinamen at the service of European Firms.

Hongkong, 9th December, 1904. 1256-b

The Hongkong Telegraph

HONGKONG, FRIDAY, DECEMBER 9, 1904.

CATTLE RAISING IN HONGKONG.

Credit should be given where credit is due, and on that principle it is only fair to congratulate the Government on its efforts to raise cattle locally. Some time since the Colonial Veterinary Surgeon visited the greater part of the cultivated land in the New Territory, principally with a view to finding some suitable district for the rearing of cattle, and in a subsequent report to the Government he expressed the opinion that the plateau on Lantau Island was the best locality. This, however, has its drawbacks, for although grass is plentiful in the locality during the rainy season, there is a want of water throughout the summer months. It certainly seems strange that with more than four hundred square miles of land at our disposal on the Kowloon Hinterland there are no districts better suited to the rearing of foreign cattle, and while recognising that the cultivated land is now practically confined to the valleys, there is no doubt, from the terracing of the hills, that they have yielded their share of wealth-giving crops in the past. Many experiments are at present being carried on in the New Territory, and cultivation should be resumed on a more extensive scale in the near future. It is because of the lack of this that Hongkong has now to depend for its supply of livestock on the importation of cattle from China. Many years ago we used to get American and Australian cows of European stock for dairy purposes, and although they continue to be imported by one or two dairy farm companies in the Colony, so far as their breeding and rearing on an extensive scale are concerned this has hitherto proved disappointing. Apart from the apparent difficulties of securing suitable pasturage one has to contend against numerous endemic diseases that present themselves in these parts. We have seen during the past few months that epidemics of illness occur amongst the cattle from time to time with disastrous effects, and the cost of replacing cattle in Hongkong that have to be imported from countries so far distant as America or Australia almost bars success from a commercial point of view. This subject is by no means new, and crops up from time to time. In a recent issue of a medical contemporary we note they are now advocating the appointment of a scientific commission of trained experts to investigate the diseases of 'domestic' animals in the Far East with a view to increasing the food supplies of Europeans in these regions. We are there told that, under the term 'rinderpest' in cattle, in the tropics at all events, is grouped as many different ailments as were at one time arranged under the name of malaria in human beings. It is the nature of this scourge in cattle that must be elucidated if we are to entertain hopes of success in the future of maintaining European-bred animals in tropical countries. We know that investigations of cattle disease in Manila have been proceeding on an extensive scale. Several months ago a commission was appointed to carefully study the question with the result that quite a new group of diseases have come to light, and it is now necessary to differentiate these and to consider how immunity is to be accomplished. 'There seems no doubt,' says our contemporary, 'that the native cattle in China are immune to some extent at least to several ailments. Cattle which appeared quite healthy were taken from Hongkong to Manila and their blood injected into foreign cattle recently arrived from America. The result was a deadly infection of the foreign animals with "rinderpest." But the suspected "rinderpest" proved to be identical with Texas fever, and the belief which obtains at present is that Chinese cattle are immune to attacks of Texas fever, but that their blood injected into foreign imported cattle sets up the disease actively. The tick necessary for the spread of Texas fever is present in the Philippines, and probably in South China, so that, even if the pyroplasma disease is not already in the Far East, given the importation of American cattle and the presence of the necessary tick, the spread of the disease is pretty sure to follow.' The question is one affecting not only European residents, but the increasing armies and navies of the various powers in the Far East demand an increasing amount of fresh meat. 'In time it is possible sheep may be reared, but it will necessitate a radical change in the agriculture of the Far East, as the kind of grass which is necessary for the maintenance of sheep does not grow in these regions naturally. Having no sheep, therefore, to draw upon for food, and with an inferior kind of native cattle, except a small supply of so-called "Kobe beef" from Japan, the question of the rearing of cattle in the Far East is likely to become a political factor of no little importance.'

LOCAL AND GENERAL.

THE results of races received too late for inclusion in our report of the Regatta last evening are printed on the third page.

A TEAM from the Craigengower C. C. will meet a team from the Police C. C. on Saturday at 2.15 p.m. on the former Club's ground.

WE would remind our readers that the last performance of "Don Quixote" takes place at the Theatre Royal, City Hall, to-morrow night.

THE *Cablenews* says that the United States will not import Chinese coolies into Panama to build the canal. We stated some time since that negotiations were in progress with the object of doing so.

THE trial trip of the Pinnaces of the Geodetic survey ship *Fathomer*, lately built by the Hongkong and Whampoa Dock Company, at Kowloon, takes place to-morrow, the trial trip of the *Fathomer* being fixed for Monday next.

A CHINAMAN was before Mr. H. H. J. Gompertz, at the Magistracy, this morning, who was wanted by the Chinese authorities at Kwong Hing for being implicated in an armed robbery there. The case was remanded for one week.

LT.-COL. Iremonger of the 93rd Burma Regiment did not leave yesterday as we reported last night. He leaves to-day. Both our morning contemporaries made a similar erroneous report this morning. Strange coincidence this!

CONDENSED milk and sardines are the delicacies that attract the appetites of Chinese labourers on the Rand, says the *Mercantile Guardian*. Rice and typical Chinese commodities have been imported directly by mine-owners.

THE largest bet yet on the Presidential election was clinched in New York, where Mr. V. C. Place and M. C. M. Shannon, mine-owners, wagered mines worth 60,000 dollars apiece, on Mr. Roosevelt and Judge Parker respectively. Shannon did not secure a place.

TO-MORROW afternoon on the Happy Valley the Hongkong Football Club will play a Naval Team under Rugby rules. Kick-off at 4.30. The following will play for the Club:—T. C. Gray, (full back); J. Thompson, A. O. Long, Lieut. Monney, and Lieut. Humphreys, (three-quarters); J. Clark, and H. G. C. Bailey (halves); H. C. Sandford, F. A. Biden, Capt. Elgood, Lt. Graham, Lt. Duncan, Lt. Stover, and H. F. Chard (forwards).

MR. McWade, the United States Consul-General at Canton, upon arrival at Victoria, B.C., on the steamer *Trenton*, said in the course of an interview:—"Two years hence China will be contributing an annual sum to the exchequer of Japan. China is in a disorganised condition, and the present Government is absolutely useless. There is no patriotism among the people, and ultimately Japan will establish a suzerainty over China. Japanese officials already practically govern many districts."—*Reuter*.

BY kind permission of Col. Caulfield and officers, the Band of the 110th Maharatta Light Infantry will play the following selections at the Hongkong Hotel to-morrow evening Saturday, the 10th instant.

PROGRAMME.
March "Camperdown" Clude
Selection "La Cigale" Audran
Song "Garden of Sleep" Godfrey
Valse "Vivette" Godfrey
Pirates of Penance "Godfrey
Selection "Life Hungarian" Sankowski
Dance "God save the King."

It seems that the China Inland Mission has decided that its members should discontinue wearing Chinese clothes and queues. For many years it has been argued by a considerable number of thoughtful observers, that the native "disguise" did more harm than good, because its use was misinterpreted by the majority of the populace. While a few could understand the idea, most of them were firmly convinced that the foreigners were masquerading under false pretences, and so on. Even at best, the Chinese did not respect or esteem the Chinese clothed missionary more than the one who appeared plainly as his natural self. The C. I. Mission is therefore to be congratulated on the change.—*The China Times*.

AT the Marine Court this morning, before the Hon. Captain L. A. W. Barnes-Lawrence, the master of a licensed junk, S. 215 H., was charged by Sergeant Boole, of the Water Police, with unlawfully disobeying the orders of the Harbour Master on the 8th inst. The prosecutor said he was in a steam pinnace yesterday keeping clear the course for the V. R. C. races when the defendant deliberately crossed the course at the commencement of a race. He defendant had been warned by other police officers not to cross the course, but he ignored the police warnings. Defendant said he was on his way to Sham-shui-po, and although he saw the flags flying, he did not know their meaning. He was fined \$2.

HONGKONG CRICKET CLUB.

The match fixed for to-morrow on the Cricket Ground is Club v. Navy, and play commences at 11.30 a.m. The following will represent the Club and the Navy.

Club:—W. F. Lumsden, R.A., R. Hancock, H. Hancock, P. M. Heath, 110 Mahs, Major-Chichester, R. E. O. Bird, J. T. Dixon, G. E. Morrell, A. G. Ward, T. Sercombe Smith and Major Pedley, R.W.C.

Navy:—Com. Beattick, Lieut. Escombe, Lieut. Noble, Lieut. Cornabé, Sub. Lt. Lapage, Sub. Lt. Benbow, Capt. Harris, Eng. Lt. de Paris, Mr. F. L. Horsey, Mr. Osborne and Lt. Cantrell.

JUBILEE OF THE IMMACULATE CONCEPTION.

CELEBRATIONS AT HONGKONG.

Throughout the Roman Catholic world 1904 will be remembered as a historical year. By Papal decree it was enjoined upon the Catholic communities that its year be fittingly celebrated in commemoration of the fiftieth anniversary of the proclamation of the dogma of the Immaculate Conception. In Hongkong where those born and brought up in the faith of the Church of Rome are numerically such a large body, it was but to be expected that the demonstrations on this particular occasion would assume a form in keeping with the ancient traditions of the well-established faith. The organization of the local festivities was delegated to a committee of civilians with the Pro-Vicar, the Rev. Fr. P. de Maria (in the absence of His Lordship Bishop Piazzi) as its chairman ex officio; Mr. J. F. Kral, hon. secretary, and Mr. Francisco Tse Ya', hon. treasurer. The central committee was efficiently assisted in all its functions by sub-committees who were placed in charge, respectively, of the decorations, the illuminations, and the musical part of the programme formulated as a result of their joint deliberations.

The preliminary festivities in Hongkong commenced on the 17th September last and were purely of a religious character. The Celebration Days were fixed for the 7th-11th December, the principal day being the 8th, when the feast of the Immaculate Conception is usually observed. As set out in the official programme Solemn High Mass, officiated by the Pro-Vicar and assisted by the Clergy, was celebrated in the morning, a special choir conducted by Mr. O. Baptista, the church organist, with the assistance of members of the Portuguese Sociedade Philharmonica, rendering the vocal and instrumental parts of the Mass by Mercadante. At the morning service the congregation present was a large one. The interior of the large cathedral at Gloucester, so difficult of successful treatment in the matter of decoration, was, on this occasion, most effectively draped in light blue and white hangings the emblematic colours of the B. V. M. From the lofty roof on either side of the nave in graceful folds were suspended the spotless white drapery interspersed with blue, the pillars being similarly treated in a single sheet of loose hanging of the same material. Over the centre of the transept a crown was held in suspension, with radiating hangings to the four massive pillars at each corner. At the base of the pillars on the north and south transepts palms, kindly lent by the Superintendent of the Botanical and Arboriculture Department, were displayed to good effect. Along the aisle the same verdant plants and others in pots were tastefully arranged. The main altar never appeared prettier; the very simplicity of the decorations, consisting only of fresh cut flowers and four metal palms expressly ordered from France, together with the wax tapers befitting the solemnity of the tabernacle that held the Holy of Holies. The statue of the Virgin occupied its conspicuous position in the centre of the altar under the gilt dome, the gift of a Portuguese gentleman. We should have preferred, however, to see it without this superfluous piece of ornamentation. The altar was embellished with expensive gold and silver halo embellished with precious stones subscribed for by generous lady devotees. Those ornaments accord more with the medieval age of culture when outward appearance appealed to the soul rather than inward devotion. Our observation is only by the way and must not be taken as detracting from the merit of the munificence of the donors, or of their religious fervour.

THE PROCESSION.

The afternoon service saw the largest congregation that ever met under the roof of the Roman Catholic Cathedral in this Colony. Besides the members of that persuasion there were a large number of people, including many Chinese and European ladies, who took their stand in the Cathedral compound at every point of vantage to watch the progress of the procession as it wound its slow way twice round. There were besides the usual motley crowd of Chinese spectators. The behaviour of the large concourse of people was marked by becoming reverence, and the maintenance of order never required any extraneous interference even in the evening when the illuminations were on.

In the procession the various confraternities took part. The members of each were headed by their respective presidents carrying the banners of the different orders. The Apostleship of Prayer was represented by the youthful members of the Catholic Union with their distinctive badges. A feature of the procession is the society of the Daughters of Mercy in whose sisterhood are included the girls of the Italian Convent and the Asile de la Ste. Enfance accompanied by the Sisters of both Orders. Many little mites were dressed to represent angels, the artificial wings of fluffy white paper attached to their white garments making them look very picturesque. The little girls carried bunches of evergreens with white lilies. The instrumental accompaniment during the procession was supplied by the brass band of the Sociedade Philharmonica. Benediction was subsequently held; the altar looked, indeed, beautiful; the electric-light effect was simply magnificent. As the congregation knelt down in solemn silence on the benediction of the Blessed Sacrament the scene was touching and the reverence bespoke the faith such as is inspired by total obedience to the doctrines of the Church.

THE ILLUMINATIONS.

The ceremony was over shortly before six o'clock, and when darkness was setting in. As the people left the precincts of the sacred building by the eastern entrance attention was attracted to the Campanile, by the brilliancy of the illumination on the northern face of the structure. It exhibited an artistic transparency of the Virgin trampling on a serpent. The light colour of the life-like picture was shown on a white ground lit up at the back by 36 electric lamps of 16 candle power each. The frame measured from end to end 11 ft. 9 in. by

7 ft. 6 in. Surmounting the picture of the Madonna was a huge device, "Ave Maria," the letters being entwined in a monogram, and over this was placed the crown in white and red and green electric light bulbs in imitation of gems. The effect was grand and every credit must be accorded Mr. M. A. Baptista by whom the whole was designed, the Hongkong Electric Co. carrying out his plan to perfection. Plain white Japanese lanterns completed the illumination of the Campanile. The Cathedral itself appeared one mass of light in the thousands of white lanterns. Viewed at close quarters it did not appear to advantage, although it showed out conspicuously from the harbour against the dark background of China fir on the hillside. The seminarians' quarters contiguous with the Mission House was favourably commented upon. The fairy-like appearance of the many colours, enclosing large initials reading Ave Maria shown in light blue was an ingenious piece of workmanship on the part of the Rev. Fr. Augustine. St. Joseph's College as usual was excellent with its immense northern frontage blazing in myriads of lanterns. The Mission House does not lend itself too well for artistic display. The arches only were illuminated. Of the private residences in "Glenealy" the most attractive was undoubtedly the well-known "Duart," the residence of Conselheiro A. C. Romano, Portuguese Consul-General. A large-sized star in gas jets looked beautiful over the gateway, although its permanent effect was at times lost whenever a stiff breeze blew out the light. Mrs. Rozario's residence at the Public Garden western gateway displayed on the verandah the initials "I.C." in script letters surmounted by a crown, the whole being lighted by gas. "Villa Maria" showed against the windows several transparencies; the figures 1854 in one and 1904 in another were their principal features. On the Caine Road level Italian Convent made the best showing. "Viva Maria Immaculada" picked out in white fairy lamps stretched from end to end of the wall on the road frontage. Over the illuminated inscription a line of coloured lanterns completed the Convent's display. The Spanish Procurator was a disappointment. The magnificent frontage which the buildings of this wealthy Corporation enjoy might have been capable of the most successful and the best result. As it was not much pains appear to have been bestowed on the whole get up; the commonplace arrangement of coloured lanterns was neither beautiful nor was it in harmony with the unique character of the Catholic festivity. What was an apology for a transparency at the entrance was so poorly lit up by an ordinary kerosene table lamp that it was only with difficulty that the subject could be recognised as a replica of the famous picture of the Madonna. The premises of the Missions Entrangeres were no more attractive, and the failure of these two Missions to do more than what they displayed last evening is anything but praiseworthy to the two Corporations who possess the means no less than the ability to excel in the efforts to commemorate in Hongkong such a unique occasion in the history of the R. C. Church.

Although we leave to the last the mention of the illumination in the Club building of the Portuguese community we do not by that insinuate that it was the poorest. Indeed, but for the fact that comparisons are invidious we are inclined to think that it was the most conspicuous part of the Lusitano Club last evening is about as pretty, if simple, a piece of illumination as we saw anywhere last night. Electricity was responsible for the brilliancy of the design; each of the initials in the word "Maria" occupied one of the five arches of the building and on the top "Ave" hailed the symbolic greeting to the B.V.M. It may be mentioned, by the way, that in the evening the club directors were "at home" to members and their friends. The occasion was availed of by many ladies and a pleasant evening's *à l'italienne* was spent in the spacious hall and verandah of the Club.

By kind permission of Lieut.-Col. W. S. Birdwood and Officers, the Band of the 110th Maharatta Light Infantry discoursed a pleasing selection of music at Glenealy, while the illumination was kept up; the performance delighted the large crowd that gathered together to enjoy the sight on an ideal evening from an atmospheric point of view.

Passengers by the "Star" Ferry going and returning from Kowloon last night were particularly struck by the beauty of the illuminations as shown at the heights of Glenealy and it was fairly generally remarked that the festivities taken as a whole were, indeed, one of the sights of the city.

Congratulations must be extended to those responsible for the local celebrations of the jubilee for the success that attended their labours, in particular to those upon whom devolved the question of ways and means. In this connection must be mentioned Senhor A. G. Romano, and Messrs. F. M. Graça and Francisco Tse Yat. All the members of the sub-committee contributed their valuable quota, while Mr. Baptista to whom we have already alluded, revives the memory of his deceased father in his artistic production; and, lastly, to Mr. J. F. Kral, the indefatigable hon. secretary, the share of credit falls not unworthily for a great deal that contributed to make the occasion so memorable with the Catholics in Hongkong.

CRICKET LEAGUE.

The following is the League table up to date:—

Club.	Played.	Won.	Lost.	Drawn.	Points.
A. O. C.	7	6	1	0	18
H.K. Police ...	5	4	1	0	12
R. E.	6	2	1	3	9
Kowloon ...	5	3	2	0	9
R.G.A. 93rd Co.	6	2	2	2	8
Craigengower...	6	2	3	1	7
Civil Service ...	6	2	3	1	7
R. A. M. C. ...	9	2	7	0	6
H.K. C.C. "A"	2	1	0	1	4
Parsons ...	4	0	4	0	0

3 points for a win.
1 point for a draw.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

THE WAR.

PORT ARTHUR FLEET ANNIHILATED.

FURTHER DAMAGE.

(From Our Own Correspondent.)

LONDON, 1 December 8th, 6.20 p.m.

The correspondent of the Central News Agency at Port Arthur telegraphs that the Port Arthur fleet is annihilated.

The first class cruiser *Bayan* has been burned, and the battleship *Sevastopol* sunk by Japanese shell-fire.

STATE OF RUSSIAN WARSHIPS.

AT PORT ARTHUR.

Mr. M. Noma, Consul for Japan, has kindly forwarded to us the following telegram:—

Tokio, 8th December, 8.25 p.m.

The Commander of the Naval Artillery reports that on Thursday at 2.30 p.m. the actual state of the Russian ships was as follows:—the *Pravosl* sunk to the stern-walk; the *Pollava*, *Relizan* and *Pohleda* were all sunk to the upper deck; the *Pallada* was heeling to port; the *Bayan* was on fire; and the *Sevastopol*, alongside a crane at the eastern side of the harbour, was invisible, excepting a portion of the masts.

On Thursday the bombardment was principally directed at the three latter ships.

MASONIC INSTALLATION.

UNITED SERVICE LODGE.

The Masonic Hall was gay with evergreens, bunting and Chinese lanterns, last night, the occasion being the installation of officers for the year 1905, and a banquet of the United Service Lodge, 1341, E.C. The following officers were installed: Wor. Bro. H. G. Baker, Wor. Master; Wor. Bro. W. H. Dolley, Immediate Past Master; Bro. J. Gimblett, Sen. Warden; Bro. J. Hicks, Jun. Warden; Wor. Bro. H. E. A. Hollie, Treasurer; Bro. W. Kent, Secretary; Bro. W. Harris, Chaplain; Bro. H. G. Garrod, Sen. Deacon; Bro. E. C. Lewis, Jun. Deacon; Bro. J. T. Longstaff, Organist; Bro. M. Taylor, Director of Ceremonies; Bro. J. J. Bullin, Inner Guard; Bros. J. Dwyer, J. N. Jones, S. J. Vanstone, Tyler. An excellent dinner, tastefully served, was done full justice to, and after the toasts "The King and the Craft," and "The Worshipful Master" had been duly honoured, a very well arranged concert of music and song was gone through. Bros. Jenkins, Harris, Thurlow and Roberts comprised the orchestra and among others taking part were Bros. F. Robins, D. Bowen, E. Thwaites, G. Rubie, W. Ridley, A. Christie, H. W. Wolfe, P. W. Goldring, A. T. Walston, A. Evans, and W. Cullen, "Courtin' a Married" by Bro. A. T. Walston was in happy humour, and delighted the audience. This may also be said of the comic selections of Bro. A. Evans. Bro. P. W. Goldring was in fine voice and rendered "I'll sing thee songs of Araby" with his well-known taste and expression. Bro. H. Wolfe, in a comic venture, was immense, and displayed considerable histrionic talent, almost leading one to believe he has mistaken his profession! In his song about the *s.s. Broad Poutice*, he appeared wearing a jersey, labelled "The one design, bread-poutice," and convulsed his audience, among whom were several yachtsmen! The programmes were very elegantly got up, and bore on the cover a capital likeness of Mr. H. G. Baker, the popular Chief Inspector of Police, who was installed Worshipful Master for the ensuing year.

THE WEATHER.

The following report is from Mr. J. I. Plummer, Chief Assistant of the Hongkong Observatory:—

On the 9th at 11.58 a.m. The barometer has risen over the Eastern Sea and fallen moderately at most other stations.

A deep depression is passing across Hokkaido from the westward, accompanied by strong winds.

Gradients are moderating upon the China Coast and moderate N.E. monsoon will prevail in the Formosa Channel and the northern part of the China Sea.

Forecast:—Moderate N.E. winds, cloudy fair.

SHIPPING AND MAILS.

MAILS DUE.

American (*Dart*) 11th inst.
French (*Dunelm*) 11th inst.
Indian (*Arratoon Apcar*) 13th inst.
American (*Manchuria*) 18th inst.
Canadian (*Empress of China*) 19th inst.
Australian (*Taiyuan*) 28th inst.

The C. P. R. Co.'s *s.s. Empress of India* arrived at Vancouver at 7 a.m. on 8th inst.

The C. N. Co.'s *s.s. Taiyuan* from Australia. Ports left Sydney on 7th inst., and is due here on 28th inst., p.m.

The M. M. Co.'s *s.s. Dumbra*, with the next French mail, will leave Saigon on 10th inst., at 2 p.m., for this port.

The C. P. R. Co.'s *s.s. Athenian* arrived at Yokohama at 9 a.m. on 8th inst., and left again at 6 a.m., Friday, for Kobe where she is due to arrive at 11.30 a.m. on 10th inst.

TELEGRAMS.

(Reuters.)

The Supplementary Baltic Fleet.

LONDON, 7th December.
The cruisers *Oleg*, *Ismirid*, the vanguard of Admiral Botrovsky's supplementary Baltic fleet, left Tangier yesterday on the way to Suez. The *Rion*, formerly the *Smolensk*, and two destroyers are at Algiers.

The rest of Admiral Botrovsky's supplementary fleet, consisting of the *Dnieper*, formerly the *Petersburg*, and two destroyers and transports, have left Tangier bound eastward.

The North Borneo Dinner.

Sir Charles Jessel, vice-chairman of the British North Borneo Co., presided at the annual North Borneo dinner. Mr. Cowie announced amid cheers that Judge Gueritz had been appointed Governor and added that he was more sanguine than ever of the future of the country which was worth many times the value of the capital of the company. He hoped that work would soon be started on the manganese and iron discoveries.

LATER.

The Anglo-French Convention.

The French Senate has adopted the Anglo-French Convention by 215 to 37.

(Cablegrams.)

Fortifying Tiger's Tail.

San Francisco, 3rd December.

The Russians are fortifying Liaotashan hill, a point about five miles south-west of Port Arthur and at the west limit of Tiger's Tail peninsula.

A line of forts extend from this point to Tiger's Tail, where it is presumed the garrison will eventually take refuge. When Port Arthur cannot be longer defended against the indomitable foe.

Military experts are of the opinion that this is the first step in the movement of evacuation and that the Russians will contest the ground from the new fort to Tiger's Tail and finally take refuge on the Russian battlements that now lie under cover of Golden Hill.

Railways for the Philippines.

San Francisco, December 3.

A syndicate to construct railways in the Philippine islands is in process of formation. The articles of incorporation are being prepared and will be submitted to Secretary Taft for suggestions upon his return from Panama.

In his message to Congress President Roosevelt will recommend the immediate consideration of the bill passed by the house of representatives at the last session, to secure railway construction in the islands by guaranteeing an income of five per cent upon the cash capital invested in railroad building.

There will be no effective opposition offered to the bill and it will probably become a law this month.

MACAO NOTES.

(From a Correspondent.)

Macao, 8th December.

Prince Hassan is expected here from Hongkong on a visit to this city. A room for His Royal Highness has been engaged at Mr. Farmer's well-known Macao Hotel. H. R. H. the Prince Asiz Hassan is the first cousin of the Egyptian Khedive Abbas. His Highness arrived at Hongkong a few days ago, en route for Europe, after touring the Far East.

His Highness is a perfect stranger at Macao; but during his sojourn here from Saturday to Monday, Mr. Jacques Deveria, of the Chinese Imperial Maritime Customs, who is well identified with the social life of this colony, will dispense hospitality to the Egyptian prince who will be coming by the *Huangshan* on Saturday, the 10th inst.

KOWLOON BOWLING GREEN CLUB COMPETITIONS.

Mr. D. Gow, secretary of the Kowloon Bowling Green Club, has forwarded to us the following interesting particulars in connection with the competitions:—

NEISH CUP.

(Third round.)

G. R. Edwards beat W. Taylor, 21-7; W. Ramsay beat J. M. Robson, 21-5; S. A. Milroy beat J. M. Henderson, 21-18; J. G. Gow beat J. Macdonald, 21-18; Russell beat J. Parkes, 21-17.

TAYLOR BOWLS.

(Third round.)

J. M. Henderson beat J. M. Robson, 21-6; W. Ramsay beat A. R. Kinross, 21-14; J. C. Gow beat R. Lapsley, 31-41; T. Petrie scratched to J. Ramsay; W. H. Deas beat D. Gow, 21-11.

Draws for next round of above.

NEISH CUP.

(Fourth round.)

Russell v. Baxter or Haxton; Goodwin or Deas v. A. Milroy; G. R. Edwards v. W. Ramsay.

TAYLOR BOWLS.

(Fourth round.)

Baxter or Edwards v. J. M. Henderson; J. Ramsay v. W. M. Deas; J. C. Gow v. Goodwin or Macdonald; J. Parkes v. W. Ramsay.

The above to be played on or before the 17th December.

CANTON LEPER RELIEF FUND.

We have to acknowledge the following donation to the above fund:—
First Presbyterian Church (Chinese), Canton ... \$1.50

VICTORIA REGATTA.

SECOND DAY.

The races this afternoon opened under very different meteorological circumstances, compared with those of yesterday. The sky was cloudy, and a strong, cold wind was blowing, causing the water to be anything but pleasant for rowing. Whilst not exactly rough, there was just enough sea to make things stiff for the competitors. The flag-ship, of yesterday, the *Kwong Tung*, was exchanged to-day for the *Kwong Chow*, the sistership, and everything was done to make for the convenience of members and guests. The was gay with flags and bunting and all was in good order. A capital tiffin was served on board at one o'clock, to which a large number sat down. The attendance at the start was by no means large, but appreciably increased as the afternoon wore on, a large number of naval officers from the various men-of-war in port, putting in an appearance, whilst there was an exceptionally large attendance of ladies, despite the chilly weather, both on the flag-ship, and upon the numerous steam launches, travelling to and from the starting post. The Band of the 110th Mahratta Regiment was again present, and discoursed a choice and diversified programme of music throughout the afternoon.

The prizes, all solid silver, consisting for the most part of handsome cups and flower stands, and attracted considerable attention during the afternoon, being exhibited on the upper deck. They will be presented to-morrow afternoon to the successful competitors by Mrs. Villiers-Batton, wife of the popular General Commanding the Hongkong garrison.

The first race had to be abandoned through lack of entries.

The Interport Fours, which was commenced punctually to time, saw the flower of Hongkong and Canton rowing ability matched over a mile. Without making any further allusion to the awkward state of the water, the teams got away on good terms, Hongkong having the left side of the course. For some time it was difficult to say which had the advantage, if there was any, but by the watch Hongkong were pulling thirty to the minute to their opponents, thirty six. Passing what, at one time, was the American sailing ship, *Evie J. Ray*, the Canton men, assumed a slight lead, which without exertion they increased until they passed the winning post a length and a quarter ahead of the chosen local crew. The victory of the visitors was hailed with hearty cheering.

Three boats turned out for the third event, open to Chinese members of the Harbour Police and the finish was an exciting one, boat No. 1, winning on the post by the narrow official margin of two feet. The cheerful manner in which the winners raised their oars perpendicularly after the gun sounded caused much amusement.

The race for men of war cutters saw four stalwart crews, fourteen oars to each boat, come under the orders of the starter, two being from the *Furst Bismarck*, one from the *Vengeance* and the fourth from the *Liguria*. The last named were speedily installed favourites after their prowess of yesterday. The race from start to finish was a hard fought one. The first German cutter, the *Evie J. Ray*, were inside, and for the greater part of the journey the Germans held a decisive lead. The Italians in the last quarter of a mile, put in all they knew, and the result of a really magnificent tussle was declared a dead heat. The British boat was last.

The dead heat was round off, the Germans winning easily by a couple of lengths.

Three crews turned out to compete for the Hongkong Club Cup, but the race was of the runaway ding-dong order, Musso's boat *Kornblume* winning by six lengths from *Ross* with *Shamrock* tailed off.

And Race—2 p.m. INTERPORT FOURS.—Presented by the members of the Club Germania.

For four-oars. (Seniors). Distance one-mile. Entrance, \$10. To be rowed in boats the property of the competing club and unit.

Hongkong: Station No. 1: (Bow), G. C. Brueckner; (2), T. E. Pearce; (3), J. Wittichell; (Stroke), W. O. Koehler; (Cox), G. A. Caldwell. Canton: Station No. 2: (Bow), L. Duran; (2), E. E. Andrus; (3), R. Leslie; (Stroke), W. Imhoof; (Cox), A. W. Purnell.

Canton 1
Hongkong 2

3rd Race—2.30 p.m. HARBOUR POLICE.—

Open to the Chinese members of the harbour police. To be rowed in the service boats. Distance, one mile. Entrance, 50 cents. First prize, \$10; 2nd prize, \$1. Three boats to start for two prizes.

Cox 419 Boat No. 1

4th Race—3 p.m. MEN-OF-WAR'S CUTTERS.—

The boats to be approved and handicapped if necessary by the committee. Distance, one mile. Time allowance, 8 seconds per oar. Four boats must start for two prizes. Entrance, \$1. 1st prize, \$15; and 2nd prize, \$5. (Post entries). Service oars and conditions.

Furst Bismarck 1

Liguria 2

5th Race—3.30 p.m. HONGKONG CLUB CUP.—

Presented by the members of the Hongkong Club. For Four-oars (Seniors). Distance one mile. Entrance, \$10. To be rowed in boats the property of the Victoria Recreation Club.

Kornblume.—Station No. 1:—(Bow), R. W. Pearson, (1st 5lbs); (2), H. Rapp, (1st 10lbs); (3), Loureiro, (1st 15lbs); (Stroke), L. A. Musso, (1st 12lbs); (Cox), F. Lammer, (1st 6lb).

Rose.—Station No. 2:—(Bow), J. P. Jordan, (1st 6lbs); (2), H. A. Lammer, (1st 2 lbs); (3), F. M. Rosa Pereira, (1st 10lbs); (Stroke), C. E. A. Hance, (1st 7lbs); (Cox), C. Humphreys, (1st 0lb).

Shamrock.—Station No. 3:—(Bow), N. H. Aves, (1st 12 lbs); (2), A. J. V. Ribeiro, (1st 12 lbs); (3), A. V. Barros, (1st 12 lbs); (Stroke), A. E. Alves, (1st 10 lbs); (Cox), C. M. S. Alves, (1st 0 lb).

Kornblume 1

Ross 2

Shamrock 3

TO-MORROW'S PROGRAMME.

The events down on the programme for decision to-morrow are as follows:—

INTERPORT FOURS.—Open. For four-oars. (Seniors). Distance one-mile. To be rowed in boats the property of the competing club or unit.

HARBOUR POLICE.—Open. To the Chinese members of the Harbour Police. To be rowed in the service boats. Distance, one-mile. First prize, \$10; 2nd prize, \$1. Three boats to start for two prizes.

MEN-OF-WAR'S GIGS AND WHALERS.—Distance, one mile. Time allowance, 8 seconds per oar. Four boats must start for two prizes. First prize, \$15; 2nd prize, \$5. (Post entries). Service oars and conditions.

SNAKE BOATS.—Open to Chinese snake boats. Distance, one-mile. First prize, \$10; 2nd prize, \$5. Eight boats to start for two prizes.

LADIES' PRIZE.—Presented by ladies of Hongkong. For four-oars. Distance, one-mile. To be rowed in boats the property of the Victoria Recreation Club.

BROKERS' CUP, LIGHT GIGS.—(Double sculls). Presented by the brokers of Hongkong. Open to members not rowing in the four-oared races. Distance, half-mile. To be rowed in boats the property of the Victoria Recreation Club.

DRAGON BOATS.—Open to Chinese dragon boats. Distance one-mile. Cash prizes. Four boats to start for two prizes.

LUSITANO CUP.—Presented by the members of the Lusitano Club. For four-oars. (Juniors). Distance, one-mile. To be rowed in boats the property of the Victoria Recreation Club.

FOR RACING YACHTS, including the championship, one-design and handicap classes of the Royal Hongkong Yacht Club. Prizes, cups 1st and 2nd boats. Handicap.

FOR ALL MEN-OF-WAR'S BOATS.—Service rig, manned by midshipmen only. Handicap.

H.E. THE GOVERNOR VISITS ST. JOSEPH'S COLLEGE.

Notwithstanding the many and pressing duties pertaining to his office, H.E. the Governor makes time-in which to gain a practical acquaintance of the system of educating the juvenile members of the community. In company with his aide-de-camp, His Excellency this morning went to St. Joseph's College and there saw something of the excellent work being carried on at this institution. Upon his arrival one of the students made an address of welcome on behalf of the students in the course of which he said they recognised in His Excellency not merely the head of His Majesty's Government entitled to their loyalty, not merely the benevolent Governor of Hongkong, well deserving of their affection, but they saw especially a true-hearted educationalist, solicitous not only of the wealthy few, but of the great mass of the rising generation. The school building on a very desirable site and so well adapted for its purpose as an educational establishment, represents, he said, rather their aspirations and the expectations of their friends than the extent of their knowledge. It would be gratifying to His Excellency to know that, with special pleasure, they looked forward to the prize distribution. They believed that prizes, which were things to be desired as tending to their higher intellectual development, and ought therefore to be encouraged as one of the most valuable means of education. And on this ground they hoped he would preside at their prize distribution.

The Rev. Fr. de Maria conducted H.E. around the class rooms, and Sir Matthew appeared pleased with the replies which he received to various questions he put to the students, and subsequently promised to be present at the prize distribution next week. He thanked them for their kind welcome and also acknowledged a ringing cheer which the scholars gave him as he left the building.

COLLISION IN THE HARBOUR.

CERTIFICATES SUSPENDED.

At the Marine Magistrate's Court this morning, the Assistant Harbour Master, Mr. Basil Taylor, held an inquiry into the circumstances attending a collision between the steam launch *Ying Fat* (Master, Mak Tean) and the steam launch *Choyang* (Master, Ho Kau) in the waters of the Colony on the 28th ultimo.

The master of the *Ying Fat* said that about 7 a.m. on the morning of the day in question he was steering up to Capusimun the *Choyang*, which had been astern of him, overtook him. When abreast of him on his starboard side, she starboarded her helm, and struck his launch on the starboard quarter, slewing him round to starboard, and he ran ashore in consequence on the small island to the south of Mahwan. At the time of the collision his engines were going full speed ahead. He at once reversed to try and avoid running ashore. He kept close in shore because the ebb-tide was so strong. The *Choyang's* engines at the time of the collision were going ahead. They must have been or she could not have run into him.

Defendant said both launches carried passengers, but they did not race. On this occasion he was on the *Ying Fat* starboard quarter going at the same speed as she. The *Ying Fat* ported across his bows to prevent him getting ahead of her. At the moment of the collision his engines were going astern. They always left Hongkong together and he was never anxious to get to his destination ahead of the other.

The Court found that the *Choyang* being the overtaking vessel should have kept clear. Mr. Basil Taylor was satisfied that the two launches were running in opposition to each other, and each was trying to "jockey" the other. The certificate of the master of the *Choyang* would be suspended for two months for negligently handling his launch. The master of the *Ying Fat* contributed to the damage to his launch in hugging the shore so closely. His certificate would be suspended for one month.

HONGKONG'S HOUSE OF DETENTION.

BY AN EX-INMATE.

(Specially written for the Hongkong Telegraph.)

We have received the following notes from an ex-inmate of the House of Detention, which may prove of interest to our readers:—

The beachcomber who, of his own free will, seeks admission to the House of Detention in Hongkong, is no beachcomber in the accepted sense of the term. The House of Detention is no paradise for the man who won't work; it is no resting place for the man who will work, if it comes to that. Properly, the beachcomber when he arrives at the House of Detention has been dragged there by the scruff of the neck, and as a consequence, perhaps, he is the quintessence of a grumbler.

But there are others, who have become the sport of the gods. Fickle fortune has shown its worst side to them, and after enduring the buffets and lashes of the capricious fate, they find themselves literally between the devil and the deep sea. It is a case of starve and wander homeless in the streets, or voluntarily offer themselves as members—which is a beautifully euphemistic word—of the House of Detention. Unfortunately, I was one of the latter class. It is needless to say how I reached the depths, beyond asking a charitable belief in the phrase that even the devil is not so bad as he is painted.

APPLYING FOR ADMISSION.

One bright summer morning, I called at the Magistracy, a place which once held for me all the terrors pertaining to the unknown, and stated my case. Was I homeless? Alas, yes. Did I want to enter the House of Detention? There was no other hope for it.

"Oh, that's all that right," said a bluff inspector, with a heartiness which I have often wondered at. "You'll just go in, get your chow, and you're out all day from 8 to 4. So long as you come in at 4 and don't stay out when you haven't a bed, you'll find it all right." (There was no mention of ten days' preliminary confinement.)

From an official point of view that may be absolutely true. The real experience does not, however, wear such a rosy hue. I pass the experience of facing the Magistrate, confessing that I was a "vagrant" in the legal sense, and marching to the House of Detention. What I understood was, that I had been sent to a place totally different from the Gaol—I was not a criminal—merely an unfortunate European who wanted a bed and some food, and I imagined a place which in some degree resembled an English work house where, after a certain amount of daily toil, I was liberated.

Well, I was "escorted" to the Gaol, and placed in a cage, something after the pattern of the Harrold's Circus arrangement for tigers. One half of the cage was set apart for Europeans and Indians; the other was given over to Europeans. A couple of filthy Indians, who had been sentenced to some months' imprisonment for misdemeanours were caged along with me and there we sat. From 10 to 4 there was nothing to eat. Then the European got a loaf of bread and water and the Indians had some specially cooked food which might have been anything. That was a hungry day if you like.

THE WORST WAS TO COME. THE HOUSE OF DETENTION.

The worst was to come. The House of Detention it turned out was no place set apart for poverty-stricken individuals—it was the prison. A poor man and a criminal are the same in the eyes of the law as understood in Hongkong. The criminal gets into prison clothes—so does the man sent to the House of Detention. The criminal is locked up in a cell and visited every five or ten minutes by a warder during the night—so is the unfortunate. Indeed, the cells of the criminals and the paupers are interchangeable. There is this difference. A criminal during the first seven—or perhaps it is fourteen—days of his incarceration is fed on bread and water. The pauper or vagrant is not reduced to that; he gets ordinary prison fare. But here comes the rub. For ten days after being committed to the House of Detention, he is kept locked up, and has, like a criminal, to pick a pound and a half of oakum. If a man has contravened the law and suffered the penalty, he may proceed with a calm mind to do his work; the poor unfortunate who is out at heels and is, it may be, the mere jest of fate suffers immeasurably. Of course, for the *putka* beachcomber few can have much sympathy, because he won't work, not if he had a choice of jobs. There are beachcombers here now who will say that they would rather starve than work.

Happily, warders are human, and those in charge of the European section of the gaol—it is useless mixing words because the House of Detention is the gaol—are exceptionally reasonable and fair. Half the day they are aggravated, beyond endurance almost, by Chinese prisoners, yet they are eminently even-tempered and unless a European misbehaves himself, which is very seldom, so far as I know, is anything but hostile. At the same time, I am not likely to apply for a position as warder—it would try the temper of a saint.

THE WORK.

The routine of the Detention man for the first ten days is regulated by clock work. Like the criminal he rises at 6, and runs with a bucket and basin to the yard. That part of the business always seemed very much like a farce, as if the warders wanted all and sundry to do a hop, skip and jump to make sure they were awake. About 6.15 a.m. along comes breakfast which may be cocoa or gruel with plenty of bread. Then work—outside for the hardened sinners, inside for the paupers. At 10.45 work is stopped and dinner is served. One day it will be soup and duff and bread, and the next soup and steak and bread. The first time a man strikes that duff he thinks he has found a saturated piece of the Peak in his tin. By-and-by he gets hungry and it disappears.

THE OLD AND THE NEW.

Sunday sees a special dinner of what is probably meant for rice and fish curry. It is a vulgar imitation of the real thing, but it is a

change. After an hours break, then work is resumed. The old hand in the House of Detention has about finished his task and goes to sleep—the new hand is troubled with corns on his fingers, and thinks himself lucky if he finishes by 4.15—the regulation time. Then the criminals troop back and dinner, usually gruel and bread, is served. After that you wait till daylight disappears and then go to bed.

That may sound idyllic, but few people can sleep twelve hours on end and in the lonely watches of the night, many a sigh and sob percolates the brick walls of the darkened corridors, and the Sikh watchmen who visit each cell and lock through the spy hole could tell a tale of the breakdowns that occur when the cells are supposed to be still.

Even under the best of conditions there are annoyances, however, and a few of these may be detailed in another article.

VOLUNTEER MANŒUVRES.

A LAND ATTACK.

It is announced that the Volunteers will parade at headquarters at half-past two on Sunday, the 7th inst., in order to take part in a land attack in conjunction with the Hongkong Volunteer Troop.

COMMERCIAL.

Quotations for the week close as follows:—

Hongkong Banks	...	\$715 b.
Union Insurance	...	700 b.
China Traders	...	58½ sa. ex. div.
Antons	...	250
Hongkong Fires	...	335 b.
China Fires	...	90 b.
H.K. & Macao Steamboats	...	20½
Indo-Chinas	...	18½ b.
Douglases	...	34 sa.
Shell Transports	...	26½ sa.
China Sugars	...	233 s.
Luzons	...	21 b.
H.K. & Whampoa Docks	...	44 s.
Farnhams	...	Tis. 175 s.
Hongkong Hotels	...	141 b.
Humphreys Estate	...	12½ sa. and s.
Hongkong Cottons	...	12½ b.
Green Island Cements	...	31
Hongkong Ropes	...	150 b.
Powells	...	11 b.

To-day's Advertisements.

B-A-Z-A-R
IN AID OF THE
POOR CHINESE ORPHANS
OF THE

ASILE DE LA SAINTE ENFANCE.

UNDER THE DISTINGUISHED PATRONAGE OF
HIS EXCELLENCY MAJOR
SIR MATTHEW NATHAN, K.C.M.G.

The French Sisters have the honour to announce that their Annual Bazaar will be held at the CITY HALL, on WEDNESDAY, the 14th instant, at 2 o'clock in the afternoon. They request your presence in order to inspect the different NECKLE and FANCY WORKS made by their Poor Orphans.

Asile de la Sainte Enfance,
Hongkong, 9th December, 1904. [1325]

CHRISTMAS.

WHAT BETTER GIFT
THAN A
SINGER SEWING MACHINE.

CASH OR EASY PAYMENTS.

Showrooms:—1, Wyndham Street.

Hongkong, 9th December, 1904. [1331]

BRITISH INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"PUNDUA,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M., the 10th instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 9th December, 1904. [1327]

HARMSTON'S
CIRCUS
AND
ROYAL MENAGERIE

OF PERFORMING WILD ANIMALS.

LOCATION: CAUSEWAY BAY,

NEAR POLO GROUND.

LAST TWO NIGHTS. LAST TWO NIGHTS

OF THIS GREAT SHOW IN HONGKONG.

TO-NIGHT! TO-NIGHT!
GRAND BOXING CARNIVAL
in conjunction with the Circus Performance,
consisting of an

8 ROUND CONTEST,
Young Cohen v. J. Maryatt,

Club Swinging. Ball Panching.
to ROUND CONTEST,
Jack McAuliffe v. Bert Delaney.

Prices for this night only will be Box Seats \$5, First Chairs \$3, Second Chairs \$2, Stalls \$1, Gallery (Chinese only) 50 cents.
For this evening Free List entirely suspended except for Press.

TO-MORROW NIGHT,

December 10th,

PRESENTATION NIGHT.

A Handsome Bicycle will be given away amongst the audience. Every Purchaser of a Ticket from \$1 upwards will be entitled to a chance.

Coupon given nightly. Winning Coupon must be in Circus to-morrow night.

LAST GRAND MATINEE!

TO-MORROW AFTERNOON, Dec. 10th.
Doors Open 3 o'clock. Commence 4 o'clock.
Children Half Price to Matinees only.
N.B.—The Electric Tramway Co. will run Special Cars before and after Performances.
Booking Office for Box Seats and Dress Circle at the HARMSTON PLANO Co.
MADAME HARMSTON-LOVE, Proprietress.
ROBERT ALTON, Manager.
R. ALTON & A. LEONARD, Agents.
Hongkong, 9th December, 1904. [133

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUK
GLASGOW and LIVERPOOL	"HECTOR"	12th December.
GLASGOW and LIVERPOOL	"SOBRLENSE"	17th December.
GLASGOW and LIVERPOOL	"HYSON"	20th December.
GLASGOW and LIVERPOOL	"PELEUS"	27th December.
GLASGOW and LIVERPOOL	"PRIAM"	4th January.
GLASGOW and LIVERPOOL	"WRAYCASTLE"	5th January.

S.S. "HECTOR" left Singapore at daylight on the 6th inst., and may be expected to arrive here at daylight on the 12th.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"DIOMED"	20th December.
* GENOA, MILES, HAVRE & L'POOL	"NINGCHOW"	22nd December.
AMSTERDAM, LONDON & ANTWERP	"MOYUNE"	3rd January, 1905.
AMSTERDAM, LONDON & ANTWERP	"HYSON"	17th January, "
* GENOA, MARSEILLES & L'POOL	"HECTOR"	20th January, "
AMSTERDAM, LONDON & ANTWERP	"PRIAM"	31st January, "

TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"PELEUS"	28th December.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 8th December, 1904.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
KOBE	"KANSHU"	10th December.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA"	12th "
SHANGHAI	"YOHOW"	12th "
SHANGHAI	"KIUKIANG"	12th "
SHANGHAI	"YUNMAN"	13th "
MANILA	"TEAN"	13th "
SHANGHAI	"KWEIYANG"	13th "
SHANGHAI	"WHAIPAO"	14th "
CEBU and LOILO	"KAIFONG"	14th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through-Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

M.S.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 9th December, 1904.

Hongkong—Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 10th Dec., at 10 A.M.
RUBI	2540	R. W. Almond	"	SATURDAY, 17th Dec., at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 3rd December, 1904.

AMERICAN ASIATIC STEAMSHIP
COMPANY.FOR NEW YORK via SUEZ CANAL
PROPOSED SAILINGS.

Steamship	Tons	Captain	For	Sailing Dates.
"CLAUVERDALE"	4,370	Schmidt	NEW YORK	30th December, 1904.
"RAS ISSA"	4,370	Wagner	"	20th January, 1905.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 7th November, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARAGONIA"	5,100	Schmidt	December 13th, 1904.
"NICOMEDIA"	4,370	Wagner	January 9th, 1905.
"NUMANTIA"	4,370	Brehmer	January 25th, "
"ARABIA"	4,483	Bahle	February 20th, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

TSANG FOO & CO.,
COAL MERCHANTS AND STEVEDORES,
48, DES VUEUX ROAD.SHIPS Coaled from alongside at the shortest
notice, and with all possible despatch.
Prices Moderate. Telephone No. 329.
Hongkong, 1st October, 1904.

NOTICE.

THE Public are hereby informed that no
change has been made in the Rates of
Subscription to the Hongkong Telegraph and
they are warned against paying more than
TEN CENTS (10 cts.) per Single Copy.—THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 30th September, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,
From 1st January, 1905.ALSO REDUCED FARES TO
MANILA AND RETURN.STEAMERS fitted throughout with Electric
Light, First Class Accommodation. Un-
rivalled Table. Duly qualified Surgeon carried.BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1904.

STEAM TO CANTON.

THE New Twin Screw Steamers

Tons	Captain
"KWONG CHOW" 1,309	J. MARTIN.
"KWONG TUNG" 1,238	H. W. WATKIN.

Leave Hongkong for Canton at 8.30 Every
Evening (Saturday excepted).
Leave Canton for Hongkong about 5 o'clock
Every Evening (Sunday excepted).These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity.Passage Fare—Single Journey \$4.
Meals (Each) 1.
The Company's Wharf is a Short Distance
West of the Harbour Master's Office.SHU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.

Hongkong, 17th February, 1904.

HONGKONG-CANTON LINE.

THE British Steamship

"YING KING,"
Captain E. J. Page, of 1,088 tons, Registered,
is the newest, fastest, and most luxuriously fur-
nished steamer on the line and is lighted
throughout with Electricity; hot and cold water
service. The cuisine is unexcelled.Leaving Hongkong every MONDAY,
WEDNESDAY and FRIDAY EVENING,
at 9 P.M. and returning from Canton every
following evening at 5 P.M.1st Class.....\$3.00 for Single Journey.
2nd ".....1.50
Meals 1.00 each.The steamer's wharf is at the Western end
of Wing Lok Street.YUK ON S.S. CO., LD.,
No. 216, Wing Lok Street.
WENT & Co.,
Canton Agents.

Hongkong, 24th June, 1904.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on
Week Days, at 8 A.M. and on Sun-
days at 8.30 A.M. Departs from Macao on Week
Days at 2.30 P.M. and on Sundays at 6.30 P.M.FARES.—Week Days, 1st Class, including
Cabin and servant, Single \$3; Return Ticket,
\$5; 2nd Class, \$1; 3rd Class, 50 cents.Every Sunday will be an Excursion, at the
following rates:—1st and 2nd Class, Single
Ticket, \$1; Return, \$2; 3rd Class, Single, 50
cents, Return, 30 cents; Steerage, 10 cents."TIPPIN" and DINNER can be supplied
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$2.On Sundays, passengers desiring to
Private Cabin which has accommodation for
two or more passengers, will be charged \$3
extra.First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Half Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.WING ON & Co.,
2nd Floor, No. 16, Victoria Street.
Hongkong, 5th November, 1904.INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Company's Steamship

"SUISANG,"
Captain F. Wheeler, will be despatched as
above, TO-MORROW, the 10th instant, at
Noon.For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 9th December, 1904.

BRITISH INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"PUNDUA,"
Captain Thomson, will be despatched as above,
on TUESDAY, the 13th instant, at Daylight.For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 6th December, 1904.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Company's Steamship

"KUMSANG,"
Captain E. J. Buller, will be despatched as
above, on THURSDAY, the 15th instant, at
3 P.M.For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 7th December, 1904.

REGULAR STEAMSHIP SERVICE
TO NEW YORK,
via PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

Ship	Departure
"SHIMOSA"	28th December.
"GAZELLE"	25th Jan., 1905.
"SATSUMA"	5th Feb., "

For Freight and further information, apply
to
DODWELL & Co., LIMITED,
Agents.

Hongkong, 9th December, 1904.

Consignees.

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"SEYDLITZ,"
of the NORDDEUTSCHER LLOYD,
having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Limited, Kowloon, whence
delivery may be obtained.Optional Cargo will be forwarded unless
notice to the contrary be given before 1 o'clock,
THIS AFTERNOON.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 14th instant will be
subject to rent.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on WEDNESDAY, the 14th instant,
at 9.30 A.M.All Claims must reach us before the 19th
instant, or they will not be recognized.
No Fire Insurance will be effected.Bills of Lading will be countersigned by the
Undersigned.NORDDEUTSCHER LLOYD.
MELCHERS & Co.,
Agents.

Hongkong, 8th December, 1904.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Company's Steamship

"KUMSANG,"
having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods will be delivered from alongside.Cargo impeding the discharge or remaining
on board after 4 P.M. the 9th instant, will be
landed at Consignees' risk and expense into
Godowns at East Point.No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 7th December, 1904.

FROM HAMPURG, PENANG AND
SINGAPORE.

THE H. A. L. Steamship

"C. FERD. LAEISZ,"
Captain von Hoff, having arrived from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their goods from
alongside.Optional Cargo will be forwarded unless
notice to the contrary be given before TO-
DAY.Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited,
and stored at Consignees' risk and expense.No Claims will be admitted after the Goods
have left the Godowns and all Goods remaining
undelivered after the 12th instant will be subject
to rent.All broken, chafed and damaged Goods are to
be left in the Godowns, where they will be
examined on the 12th instant at 3 P.M.

No Fire Insurance.

HAMBURG-AMERIKA LINE,
Hongkong Office.

Hongkong, 5th December, 1904.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE S.S. "GAZEE,"
FROM MIDDLESBOROUGH, GLASGOW,
LIVERPOOL AND STRAITS.CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Ltd.,
at Kowloon, whence and/or from the wharves
delivery may be obtained.Optional Cargo will be forwarded unless
notice to the contrary be given before 3 P.M.,
TO-DAY.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 12th instant will be
subject to rent.All Claims against the Steamer must be pre-
sented to the Undersigned on or before the 20th
instant, or they will not be recognized.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 9th instant, at 3 P.M.No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DODWELL & Co., LIMITED,
Agents.

Hongkong, 5th December, 1904.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"BENGAL,"
FROM BOMBAY, COLOMBO AND
STRAITS.Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.This vessel brings on Cargo:—
From London, &c., ex S.S. "Victoria."
From Australia, &c., ex S.S. "Oceana."
From Calcutta, &c., ex S.S. "Sumatra."
From Persian Gulf, ex B.I.S.N. and B. & P.
S. N. Co.'s Steamers.Optional Goods will be landed here unless
instructions are given to the contrary before
Noon, TO-DAY.Goods not cleared by the 9th instant, at
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.Damaged Packages must be left in the
Godowns for examination by the Consignees' and
the Company's representative at an ap-
pointed hour.All claims must be presented within ten days
of the steamer's arrival here after which date
they cannot be recognized.No claims will be admitted after the Goods
have left the Godowns.E. A. HEWETT,
Superintendent.

Hongkong, 3rd December, 1904.

Consignees.

THE PORTLAND AND ASIATIC
STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

S.S. "ARAGONIA,"
FROM PORTLAND (OR.), YOKOHAMA,
KOBE AND MOJI.THE above steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for Countersigna-
ture and to take immediate delivery of their
goods from alongside.Cargo impeding the discharge of the vessel
will be landed and stored at Consignees' risk
and expense.No Fire Insurance will be effected by us in
any case whatever.ALLAN CAMERON,
General Agent.

Hongkong, 5th December, 1904.

Intimations.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.00 per Cask
ex Factory.In Bags of 250 lbs. net \$3.20 per Bag
ex Factory.SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 2nd September, 1904.

THE HONGKONG
STUDIO.HIGHER-CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.PORTRAITS, GROUPS and ENLAR-
GING and COPYING in all Sizes.LARGE SELECTION OF VIEWS ALWAYS
ON HAND.PRICE VERY MODERATE.
Hongkong, 15th September, 1903.

MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, IN
Ice House Road.IS now in a position, in his New and Com-
modious Premises, to eclipse, as heretofore,
ALL PHOTOGRAPHIC ART PRACTICED
in the Colony or in any part of the Far East.GROUPS AND VIEWS
a speciality.

Hongkong, 22nd September, 1904.

THE

CHINA AND JAPAN TELEPHONE

AND

ELECTRIC COMPANY, LIMITED.

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages
at each insertion in the Daily and Weekly

ELECTRIC BELL INSTALLATIONS.

FITTED AND MAINTAINED.

ELECTRIC SUPPLIES:

BATTERIES,

ELECTRIC BELLS,

SWITCHES,

TELEPHONES,

INSULATORS,

WIRE,

&c., &c., &c.

SEND FOR PRICE LISTS

AND

ESTIMATES.

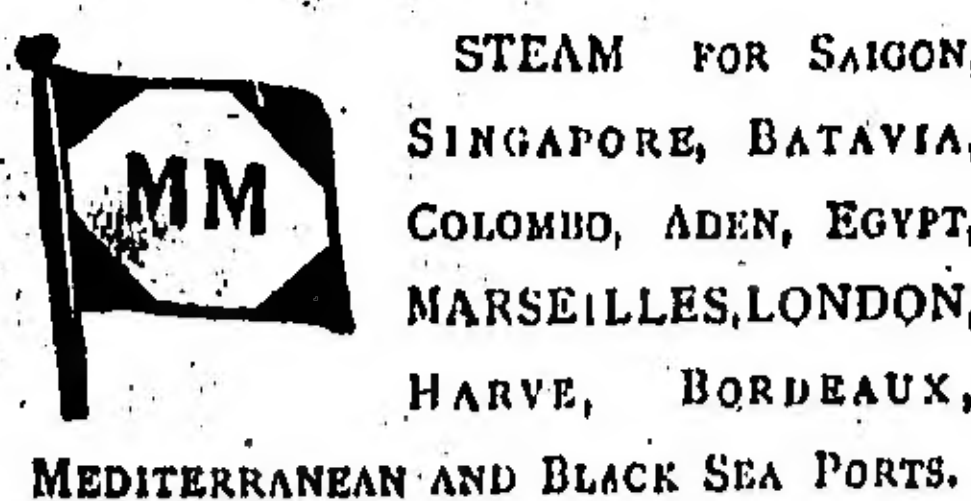
ADDRESS:—2, ICE HOUSE ROAD.

Hongkong, 22nd November, 1904.

For Sale.

FOR SALE.

MAILS. **MESSAGERIES** **MARITIMES** FRENCH MAIL STEAMERS.



STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, LONDON,
HARVE, BORDEAUX,
MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "TOURANE."

Captain Girard, will be despatched for MARSEILLES on TUESDAY, the 13th DECEMBER, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. *TOKIN* 27th December, 1904.
S.S. *DUMBEA* 10th January, 1905.
S.S. *AUSTRALIEN* 24th January, 1905.

L. BRIDOU,
Acting Agent.

Hongkong, 9th December, 1904. [9]



THE PENINSULAR AND ORIENTAL **STEAM NAVIGATION COMPANY.**

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, FLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN AND SOUTH AFRICAN PORTS.)

The Steamship

"**NUBIA**,"
Captain F. N. Tillard, carrying His
Majesty's Mails, will be despatched from this
for BOMBAY, on SATURDAY, the 17th
December, at Noon, taking passengers and
Cargo to the above Ports in connection with
the Company's S.S. *Albatross*, 9,500 tons,
from Colombo, Passengers' accommodation in
which vessel is secured before departure from
Hongkong.

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. *Arabia*,
due in London on the 29th January, 1905.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.
Hongkong, 3rd December, 1904. [14]

NORTHERN PACIFIC LINE.
BOSTON STEAMSHIP COMPANY.
BOSTON TOW-BOAT COMPANY.
Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA,
VIA
MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailings.
<i>Pleiades</i> ...	3,753	F.G. Purinton	Ab. Dec. 17
<i>Tremont</i> ...	9,600	F. W. Garlick	" Jan. 10
<i>Lyra</i> ...	4,417	G. V. Williams	" Feb. 9
<i>Pleiades</i> ...	3,753	F.G. Purinton	" Mar. 4

† Cargo only.

FOR MANILA.
The largest, steadiest, and most comfortable
steamer for Manila.

Texas ... 8,615 G. D. Morrison (Ab. Dec. 15)
Tremont ... 9,600 F. W. Garlick, " Dec. 28

* Manila and Honolulu.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. *Shawmut* and *Tremont*
have just been fitted with very superior accom-
modation for first and second class passengers.
The large size of these vessels ensures steadiness
at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,
General Agents.
Queen's Buildings,
Hongkong, 9th December, 1904. [12]

NOTICE OF REMOVAL.

A FOOK & Co.,
SHIP AND HOUSE COMPRADORES,
have this day

REMOVED

TO

No. 12, POTTINGER STREET,
(opposite their old establishment).

Hongkong, 24th November, 1904. [114]

To Let.

TO LET.

FURNISHED ROOM and BATH-ROOM
in Caine Road.

Apply—

"**ROOM**,"
C/o This Paper.
Hongkong, 21st November, 1904. [1238]

TO LET.

TWO ROOMS on the First Floor of
ALEXANDRA BUILDINGS.

Apply to—

SECRETARY,
A. S. Watson & Co., Limited.
Hongkong, 16th June, 1904. [729]

TO LET.

GODOWN No. 3, New Praya, Kennedy
Town.

Apply to—

**THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.**
Hongkong, 21st November, 1904. [1239]

TO LET.

NO. 1, STEWART TERRACE,
THE PEAK.

Apply to—

**THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.**
Hongkong, 26th March, 1904. [436]

TO LET.

NO. 1, RIFON TERRACE.

A HOUSE in WONG NEI CHONG ROAD.
FLATS in MORETON TERRACE, facing
Polo Ground.

OFFICES in course of erection, CON-
NAUGHT ROAD (near BLAKE PIKE).
GODOWNS: PRAYA EAST.

Apply to—

**THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.**
Hongkong, 2nd December, 1904. [936]

TO LET.

EUROPEAN HOUSES, Nos. 2 to 4, 6 to 8
and 10 to 15, GAP ROAD, facing Race
Course, within reach of the Electric Cars,
thoroughly cleaned and colour-washed, in flats
or whole.

Apply to—

S. A. SETH,
Land and Estate Broker,
Dairy Farm Co., Ltd.
Hongkong, 17th November, 1904. [996]

TO LET.

WILD DELL BUILDINGS, No. 147,
WAN CHAI ROAD, Comfortable and
airy flats of 2 or 3 Rooms, from \$25 inclusive
of Taxes.

No. 13, MOSQUE JUNCTION.

And others to suit various requirements.

Apply to—

S. A. SETH,
Land and Estate Broker,
Dairy Farm Co., Ltd.
Hongkong, 14th October, 1904. [49]

TO LET.

EUROPEAN HOUSE, No. 22, Caine
Road.

Apply to—

SIN TAK FAN,
Messrs. Ewens & Harston.
Hongkong, 29th November, 1904. [1284]

Intimations.

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts)
or 60 bot. pints.

Special Prices for Quantities.

Sole Agents:—

SIEMSEN & CO.
Hongkong, 10th January, 1905. [785]

FURNITURE WAREHOUSE.

LI KWONG LOONG,
李廣隆

CABINET-MAKER AND ART DECORATOR,
from Shanghai, has opened a
FURNITURE STORE
at

No. 45, DES VEXUS ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE
of every description can be made to
order in any design required.

Has been patronised by the Hongkong Club,
Hongkong Hotel, Messrs. A. S. Watson & Co.,
Ld., joint Telegraphs Co., and other leading
Establishments in the Colony, to whom refer-
ence may be made as to the Superior Work-
manship and Materials of the Furniture, &c.,
supplied.

Messrs. A. S. Watson & Co., Ltd. write as
follows:—

"We have pleasure in stating that Mr. LI
KWONG LOONG furnished the Annex to
our Dispensary and gave us every satisfac-
tion."

(Sd.) A. S. WATSON & Co., Ltd.
O'DERS punctually attended to, and
CHARGES most moderate.

AN INSPECTION INVITED.
Hongkong, 6th December, 1904. [99]

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP	POSITION AS PER LAST REPORT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.		
BANKS.							
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$7,000,000 \$250,000	\$1,492,554	Div. of £1.10 @ exchange 1/9 15/16 \$16.41 for first half-year 1904	\$715 buyers (London 270)
National Bank of China, Limited.	99,925	£7	£7	\$175,533 \$191,973	\$21,668	\$2 (London 3/6) for 1903	\$39
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$150	\$50	\$1,400,000 \$1,739	\$150,494	\$17 for 1903	\$250
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$50,000 \$11,992 \$32,366 \$37,145	Nil.	\$4 for year ended 30.4.1904	\$59 ex-div.
North China Insurance Company, Limited	10,000	£15	£5	Tls. 800,000	Tls. 217,119	Final of 10/- making £1 for 1903	8 % Tls. 100 sales
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,850,000 \$20,000 \$172,749 \$83,111 \$846,773 \$1,000,000 \$37,704 \$125,675 \$2,561	\$2,078,997	\$35 for 1903	5 % \$700 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,000,000 \$37,704 \$1,000,000	\$486,284	\$12 for 1902	8 % \$150
FIRE INSURANCES.							
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$125,675 \$2,561	\$329,047	\$6 dividend & \$1 bonus for 1902	8 % \$90 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,702,288	\$371,110	\$22 for 1902	6 1/2 % \$335 buyers
SHIPPING, TUG AND CARGO BOATS.							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	none	Dr. \$63,123	\$5 for 1900	\$24
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$185,000 \$80,935 \$250,000 \$600,000 \$157,555	Nil.	\$3 for year ended 30.6.1903	6 % \$34 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	none	\$16,362	\$14 for first half-year 1904	10 1/2 % \$29 1/2
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	£205,000 £100,000	£5,853	10/- for 1903 @ 1/10 5/16 = \$5.378	4 1/2 % \$129 sales
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	none	Tls. 55,541	Interim of Tls. 2 for 1904	8 1/2 % Tls. 53 sales Tls. 49 sellers
Do.	100,000	Tls. 50	Tls. 50	none	Tls. 55,541	Interim of 1/- (Coupon No. 4) for 1903	4 1/2 % \$51 buyers
"Shell" Transport and Trading Company, Limited	10,000	\$10	\$10	\$400,000 \$60,000 \$15,093	£19,555	\$1.80 & b. 40 cts \$0.90 & b. 20 cts for year ending 30.4.04	4 1/2 % \$40
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$15,093 \$21,075 \$130,153 \$130,153	\$1,287	\$5 for 2nd 1/2-year making \$13 for 1903	8 1/2 % \$150 sellers
Straits Steamship Company, Limited	5,000	\$100	\$100	\$1,000,000 Tls. 98,000 Tls. 201,614	\$33,648	Interim of Tls. 1 1/2 for 1904	10 % Tls. 30
Taku Tug and Lighter Company, Limited	30,000	T.Tls. 50	T.Tls. 50	none	Tls. 865	Interim of \$5 for 1904	...
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	\$3 for 1897	\$234 sellers \$20 buyers
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,905	Tls. 2 1/2 for year ending 30.9.03	4 1/2 % Tls. 50
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,456	No. 3 of 1/6 Interim of 50 cents, account 1904	6 1/2 % Tls. 61 sellers G \$16 sales
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£40,000	£7,820	Final of Fcs. 25 making Fcs. 55 for 1903	...
Oriental Consolidated Mining Company, Limited	50,000	G \$10	G \$10	none	G \$672,093	No. 12 of 1/- = 48 cents	...
Raub Australian Gold Mining Company, Limited	50,000	£1	£1	£4,873	Dr. £4,029		\$490
DOCKS, WHARVES & GODOWNS.							
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$70,000 \$50,989	\$10,517	\$3.75 for 1903	8 % \$45 sellers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	30,000	\$50	\$50	\$250,000	\$28,015	Interim of \$2 1/2 for 1904	4 1/2 % \$117 sellers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$25,500	\$505,471	\$5 dividend and \$2 bonus for first half- year 1904	7 1/2 % \$217 sellers
Howarth Erskine, Limited	12,000	\$100	\$100	\$60,000		\$10 div. & \$5 bonus for 1903/4	7 1/2 % \$202 1/2 buyers
New Amoy Dock Company, Limited	6,000	\$64	\$64	\$55,500	\$489	\$14 for 1903	4 1/2 % \$27 sellers
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	\$150,000	\$40,936	\$10 div. and \$2 1/2 bonus for 1903	6 1/2 % \$124 buyers
Do.	2,750	Tls. 100	Tls. 100	Tls. 900,000	Tls. 48,153	\$7 dividend	6 1/2 % Tls. 174 sales
S. C. Farrinham, Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 48,710	Tls. 22,895	Tls. 7 final = Tls. 12 for year end. 30.4.04	8 1/2 % Tls. 131 1/2 buyers
Shanghai and Hongkew Wharf Company	32,000	Tls. 100	Tls. 100	Tls. 48,710	Tls. 22,895	Interim of Tls. 4 for 1904	8 1/2 % Tls. 131 1/2 buyers
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$1,050,000	\$43,732	\$6 for 2nd half year 1903	5 % \$240 sales
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 6,000	Tls. 1,760	Tls. 18 for 1903	9 1/2 % Tls. 190 sales
LANDS, HOTELS & BUILDING.							
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	none	\$9,989	\$2 1/2 for year ended 30.6.1904	8 1/2 % \$27 buyers
Astor House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 50	Tls. 41,000	Tls. 655	Interim of Tls. 4	6 % Tls. 150
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	\$100,000 \$11,824 \$20,000	\$11,668	Interim of Tls. 2	...
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000 \$11,824 \$20,000	\$11,668	\$5 for first half-year 1904	8 % \$148
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	Tls. 13,955 Tls. 13,955	\$1,700	Interim of \$10 for 1904	8 1/2 % Tls. 19 sales
Hotel des Colonies Company, Limited (Shanghai)	50,000	Tls. 25	Tls. 25	\$20,000	\$9,177	Tls. 0.87 1/2 for the year ending 31.3.1904	4 1/2 % \$13
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	none	\$636	90 cents for 1903	7 % \$38 1/2 sales
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	Tls. 800,000 Tls. 150,000 Tls. 17,144	Tls. 37,634	\$2.60 for 1903	6 1/2 % Tls. 118 sellers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	none	Dr	Interim of Tls. 3 for 1904	7 % Tls. 49 sales Tls. 125
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Dr. Tls. 2,132	Interim of Tls. 3 for 1901	7 % Tls. 12 buyers
Tientsin Land Investment Company, Limited	7,725	Tls. 100	Tls. 100	Tls. 54,626	Tls. 335	None	5 % \$60 sellers
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	Interim of \$1 1/2 for 1904	...
West Point Building Company, Limited	13,500	\$50	\$50	none	\$1,362	Tls. 4 for year ended 31.10.1903	4 1/2 % Tls. 25 buyers
COTTON MILLS.							
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	50 cents for the year ending 31.7.04	4 1/2 % \$12 1/2 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	none	\$22,862	Interim of 3 % a/c 1898	...
International Cotton Manufacturing Company, Ltd.	100,000	Tls. 75	Tls. 75	Tls. 30,098	Tls. 88,034	Interim of 4 % a/c 1898 on 6,000 shares	...
Lao-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 15,500	4 % for 1897	...
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 5,658	Tls. 26,389	\$125 for year ending 30.6.1900	...
CIGARS AND TOBACCO COS.							
Alhambra, Limited	300	\$200	\$200	\$779	nil	First year	\$100
Philippine Company, Limited	7,500	\$10	\$10				\$9 1/2
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 25,000 \$25,000	Tls. 1,091	Interim of Tls. 3	6 1/2 % Tls. 65 1/2 sales
MISCELLANEOUS.							
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$25,000	\$2,883	Interim of 50 cents for 1904	8 % \$12 1/2
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	none	£161	6d. per share for 1903	5 1/2 % \$5
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$5,500	\$596	\$3 for 1903	7 1/2 % \$40 buyers
Central Stores, Limited	6,003	\$15	\$12	\$20,000	\$1,253	Interim of \$1.20 for 1904	11 1/2 % \$22 sellers
Do.	123					None	\$100
Do.	24,000	\$15	\$7 1/2		First year	Preferential of 7 per cent for 1904	6 1/2 % \$8 sellers
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	60 cents for 1903	5 % \$13 buyers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 1,942	Tls. 6 for 1903	8 % Tls. 75 sales
China Light and Power Company, Limited	30,000	\$10	\$10	none	\$3739	None	\$10 sales
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$55,000	\$1,717	80 cents for 1903	8 1/2 % \$20 sales
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6			\$14 for year ending 31.7.1903	...
E. L. Mondon, Limited	7,000	Tls. 50	Tls. 50	none	Dr. Tls. \$2,318	Tls. 5 for 1902	...
Fraser and Neave, Limited	4,500	\$50	\$50	\$112,500	\$2,706	\$5 div. and \$2 1/2 bonus for 1903	7 1/2 % \$100 sales
Green Island Cement Company, Limited	100,000	\$10	\$10	\$55,000	\$32,115	\$1.50 for 1903	4 1/2 % \$314 sales
Hall & Holtz, Limited	21,000	\$20	\$20	\$186,000	\$13,104	Interim of \$1.	11 1/2 % \$30 sellers
Hongkong & China Gas Company, Limited	7,000	£10	£10	£23,109 £23,000	£7,625	£1 div. and 2/- bonus for 1903	7 1/2 % \$160 buyers
Hongkong Electric Company, Limited	30,000	\$10	\$10	none	\$1,747	\$1.00 for year ending 30.4.1904	6 1/2 % \$15 buyers
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$30,000	\$4,283	50 cents for year ending 30.11.1903	5 1/2 % \$9 buyers
Hongkong Ice Company, Limited	5,000	\$35	\$25	\$35,000	\$5,844	Interim of \$4 for 1904	7 1/2 % \$250 sellers
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$50,000	\$8,395	\$10 for 1903	7 1/2 % \$255
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	\$25,500	\$299	Final of 70 cts. and 50 cts. bonus making \$1.20 for the year ended 30.9.04	9 1/2 % \$20 sales
Kats Brothers, Limited	10,000	\$100	\$100	\$375,000		\$13 for 1903	9 1/2 % \$135 buyers
Lat & Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	none	\$31,582	Interim of \$5	8 1/2 % \$140 buyers
Maatschappij tot Mijn. Bosch- en Landbouwex- ploitatie in Langkat	25,000	Gs. 100	Gs. 100	Tls. 334,666 Tls. 11,143	Tls. 27,187	3rd quarterly of Tls. 10, paid 15.9.04 making so far Tls. 30, a/c 1904	12 1/2 % Tls. 28 1/2 sales
Maynard and Company, Limited	3,400	\$10	\$10	none	\$801	\$2 for year ending 31.10.1903	7 1/2 % \$27 buyers
S. Moutrie & Company, Limited	4,000	\$50	\$50	\$5,000	\$832	Final of \$3 making \$5 for the year ending 30.6.04	9 % \$55 sellers
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50	None	Dr. \$5,537	None	\$50
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 100,000 Tls. 103,172	Tls. 7,548	Interim of Tls. 3 1/2 for 1904	8 % Tls. 105 buyers
Shanghai-Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 10,247	Tls. 5 for 1903	5 1/2 % Tls. 93 sales
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 10,000	Tls. 3,288	Interim of Tls. 6 for 1903	7 1/2 % Tls. 105 sales
Shanghai Waterworks Company, Limited	7,100	£20	£20	Tls. 140,000	Tls. 7,369	Interim of 15/- for 1904	6 % Tls. 400 buyers
Singapore Dispensary, Limited	600	£50	£50	\$6,000	\$800	\$5 for year ended 31.7.1903	5 1/2 % \$90
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$39,020	None	\$25 nominal
Steam Laundry Company, Limited	5,000	\$5	\$5	none	\$3,644	60 cents for year ended 31.5.04	8 1/2 % \$7
Straits Ice Company, Limited	10,000	\$5	\$3	none		First year	\$4 sellers
Straits Trading Company, Limited	2,000	\$100	\$100	\$45,000		\$7 1/2 for second half year 1903	9 1/2 % \$160 sales
Tebrau Planting Company, Limited	20,000	\$5	\$5	none	Dr. \$42,551	\$1 div. and 25 cents bonus for half year ended 30.9.1903	7 % \$384 sales
Tientsin Native City Waterworks Company, Ltd.	2,941	Tls. 100	Tls. 100	none	Tls. 413	None	\$12 sellers
Tientsin Waterworks Company, Limited	2,000	T.Tls. 100	T.Tls. 100	Tls. 15,259	Tls. 667	Tls. 2 for half year	...
United Asbestos Oriental Agency, Limited	9,000	\$10	\$10	\$20,000	\$460	Final of Tls. 4 making Tls. 8 for 1903/4	6 1/2 % T.Tls. 130
Do.	100	\$10	\$10			90 cents for year ending 31.5.1904	9 1/2 % \$91 buyers
Watkins, Limited	10,000	\$10	\$10	\$4,802	\$1,042	\$1 for 1903	10 1/2 % \$180 buyers
William Powell, Limited	12,000	\$10	\$10	\$3,000	\$588	Final of 70 cents making \$1.20 for the year ending 30.6.1902	11 % \$12 sellers